

Navy News

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WINNING SMILES

From Gemma
(p20)
From Emma
(p2)
And from
Liverpool's
Tokyo girls
(p14)



SENIOR Fleet officers are looking at ways to improve life in the Royal Navy – and everyone has a part to play in ensuring changes are implemented.

The man at the centre of the initiative to drive through improvements to the work-life balance is Capt Simon Ancona, who has taken on the title of Captain Rebalancing Lives (or 'Captain Rebal' to his friends).

Capt Ancona told *Navy News* he was targeting 'enemies' including disruption, uncertainty, drudgery and boredom, wasteful working and unreasonable pace or weight of work.

The initiative is closely linked to Second Sea Lord Rear Admiral James Burnell-Nugent's focus on the individual, which is itself designed to boost retention and make the Navy more attractive to recruits.

2SL, as the Navy's top personnel manager, takes the lead in all such matters, and although the Fleet initiative is its own response to the retention challenge, it is designed to compliment the 2SL campaign; indeed, Capt Ancona's work represents one of 2SL's 'pillars of activity'.

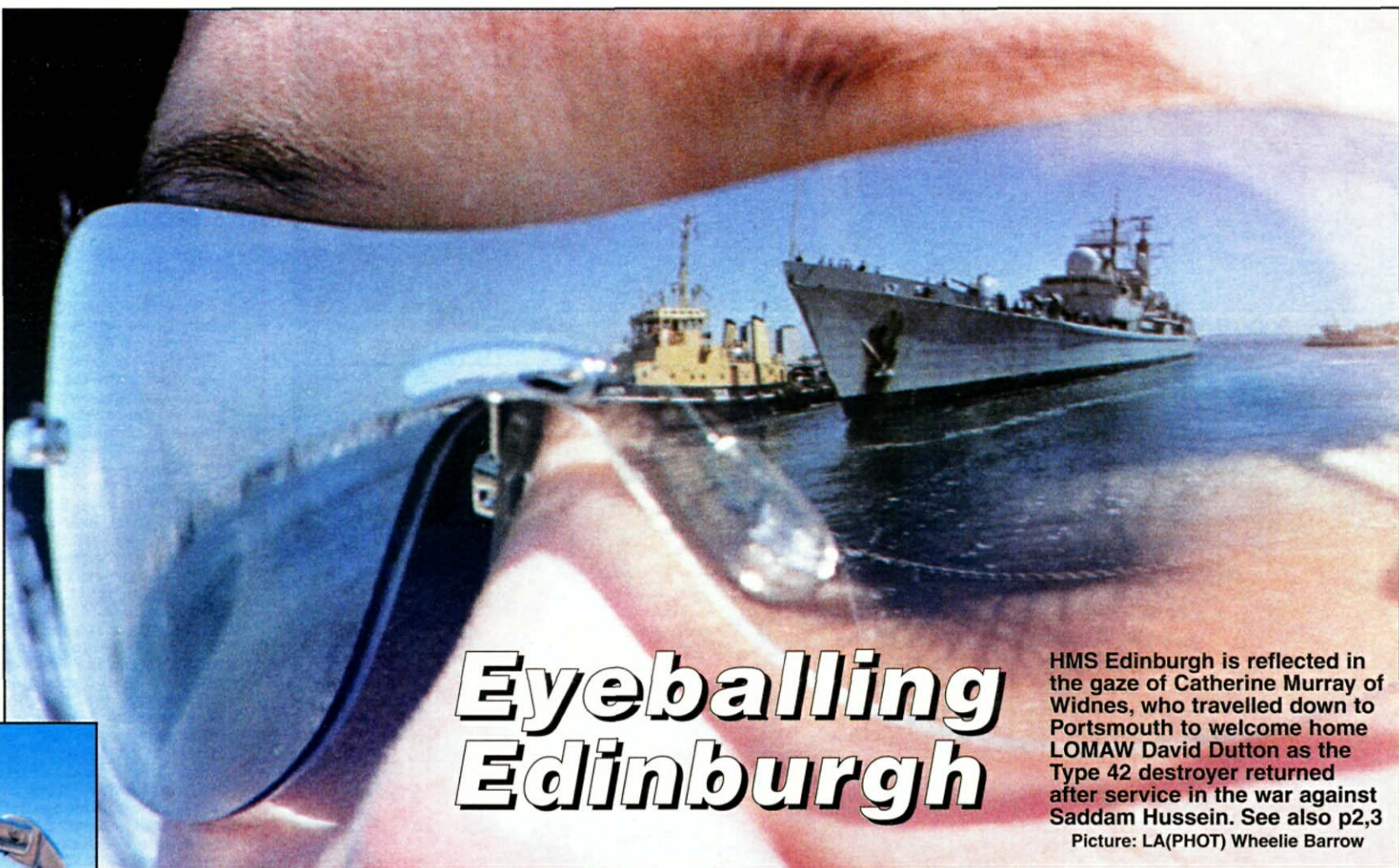
Capt Ancona has the authority and the budget to act as a catalyst for change, fielding ideas and reports from working groups and ensuring that working practices and mindsets are as favourable as possible to the men and women on the front line, without compromising operational requirements.

"There is a lot of work being done out there already – studies into work routines, that kind of thing. There are a great many small, bright lights of activity – my job is to bring them all together into one large bonfire.

"The Fleet does studies into IT and the core working week, there are people trialing remote watch-keeping systems for minor vessels – lots and lots of things. I have got

● Turn to back page

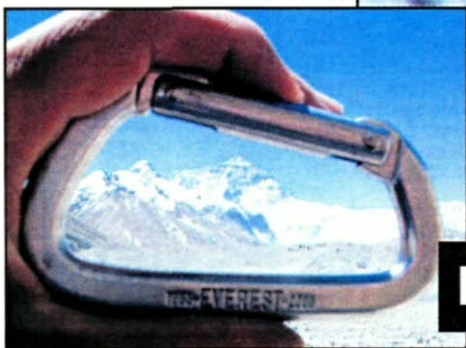
BALANCING ACT FOR BETTER LIFE



Eyeballing Edinburgh

HMS Edinburgh is reflected in the gaze of Catherine Murray of Widnes, who travelled down to Portsmouth to welcome home LOMAW David Dutton as the Type 42 destroyer returned after service in the war against Saddam Hussein. See also p2,3

Picture: LA(PHOT) Wheelie Barrow



■ ROYAL MARINES TAKE THE HIGH GROUND – p12



● **ROCKIN' THE ROCK:** Baby Spice Emma Bunton joined Jim Davidson for a British Forces Foundation show at Gibraltar while HMS Ocean and Edinburgh together with RFAs Argus and Kintyre were in harbour. Below: RFA Argus back home at Plymouth.



SO MANY HAPPY RETURNS

MORE ships involved in operations in Iraq have returned to warm welcomes in their home ports.

Helicopter carrier HMS Ocean, which sailed back into Devonport at the end of May, played a key role in the assault on Southern Iraq, putting Royal Marines ashore and supporting them with helicopters and landing craft.

Fighting units deployed from the ship helped take the strategically important Al Faw peninsula, and Ocean's aircraft were used for reconnaissance, offensive operations and transport as the British forces moved northwards to Iraq's second city, Basra.

Ocean herself has a ship's company of 350, but in addition she was home to 300 Royal Marines of 40 Commando, 400 aircrew, and helicopters from 845 and 847 Naval Air Squadrons – Gazelles, Lynx and Sea Kings.

The ship was away from the UK for four months and her Commanding Officer, Capt Chris Clayton, spoke of a mixture of emotions on returning – excitement at seeing families again, pride in a job well done, and sadness at the loss of colleagues in the conflict.

Ocean was accompanied into Plymouth Sound by Royal Fleet Auxiliary ships Argus and Fort Rosalie.

Argus, a 28,000-ton aviation training ship, was in the Gulf in her alternative guise as a primary casualty reception facility – essentially a 100-bed floating hospital, with a ten-bed intensive care unit and 20-bed High Dependency Unit, although her large flight deck was also an important element of the Amphibious Task Group (ATG).

The auxiliary initially carried five Sea Kings of 820 NAS, which carried out transport, casualty evacuation and search and rescue duties, although these tasks were later dispersed to other ships in the ATG.

On her return from the Middle East, Argus carried five RAF Puma helicopters and a Royal Navy Lynx.

FIGUREHEADS



HMS INDEFATIGABLE

ARMED as a 50 gun frigate, the 4th rate HMS Indefatigable was built at the Royal Dockyard at Devonport from a design by W. Eyde in 1848.

She had a relatively short service career. After spending 1849 cruising in the Channel, she was sent to the West Indies under the command of Capt Robert Smart. She was in the Mediterranean from 1851-53 and then came her most important commission as Flagship to Admiral Sir W. J. Hope Johnstone on the South American Station.

Recalled in 1857, she spent several years laid up at Devonport before she was given to the Liverpool Merchants Training Ship Committee.

In 1865, as TS Indefatigable, she found a new mooring off New Ferry Pier on the River Mersey and after modifications at Lairds of Birkenhead stayed there until 1914 when, found to be unserviceable, she was broken up.

Her figurehead is a large bust carving based on a portrait of the Duke of Clarence, later King William IV (1830-37) also known as 'The Sailor King'.

It was moved to the quarter-deck of Indefatigable's replacement as a boys training school, HMS Phaeton, and then in 1946 to the school's new shore base at Clwyd Newydd, later to Plas Llanfair on Anglesey.

After the school closed in 1995, it was fully restored by several of the Indefatigable Old Boys and donated to the Merseyside Maritime Museum, where it is now on display.

● Last month we mistook the Marquess of Hastings for the Duke of Clarence (right). This is the figurehead picture that should have appeared



After Argus left the UK on January 15 she was at sea for 92 days; the first chance the crew had to go ashore was on April 18. During her deployment Argus was stationed close to the Iraqi coast, minimising transport time from the front-line for casualties.

Argus treated a total of 67 casualties, the majority Iraqis, prisoners of war or displaced people, including four children.

Her regular crew of 80 civilians was augmented by personnel from the Royal Navy, RN Reserve, Royal Marines Band Service (in their role as stretcher bearers and medical orderlies), QARNNS, Royal Army Medical Corps, RAF and US Air Force, making a complement of 400 – and for many of the medical staff it was their first experience of working at sea.

In company with Argus and Ocean was RFA Fort Rosalie, a 23,384-ton replenishment ship which supplied fuel, stores and spares to navies of the Coalition while in the Gulf.

Two more RFA vessels, landing ships Sir Bedivere and Sir Galahad, arrived in Plymouth the following day to unload military vehicles and equipment from the Gulf. Sir Bedivere also carried the boats and 26 Royal Marines of 539 Assault Squadron, based at Turnchapel in Plymouth.

Sir Bedivere left Britain in mid-September to act as command and support ship for four RN mine countermeasures vessels which were taking part in exercises in the Gulf.

As events moved towards conflict, the exercises became operations, with Sir Bedivere acting as mother ship to the Coalition minesweeping force of eight RN and four American vessels, supplying fuel, ammunition, stores and engineering support.

When the waterways had been swept, the RFA moved to Kuwait, where she acted as a troop support ship for 300 desert-weary Royal Marines.

The landing ship steamed more than 24,000 miles during her deployment.

Sir Percival sailed in January as part of the augmented Naval Task Group 03 flotilla which eventually became the ATG, taking with her Royal Marines of A Company 40 Commando, 539 Assault Squadron and Commando Logistics.

Once offensive operations had moved northwards, Sir Percival loaded up 240 pallets of humanitarian aid and made an eight-hour transit of the Khawr Abd Allah waterway, at action stations and accompanied by a minesweeper.

The aid was delivered to the port of Um Qasr on April 7 and Sir Percival was only the second ship to have gone alongside at the port, following her sister ship RFA Sir Galahad.

Sir Percival steamed 18,500 miles since she left home, and 112 of her 134 days away were spent at sea.

Type 42 destroyer HMS Edinburgh has also returned from Operation Telic – the MOD's name for operations in Iraq. Edinburgh was tasked with protection of helicopter carrier HMS Ocean during the operation – and it meant that the 250-strong ship's company had the gruelling job of shadowing the big ship during the deployment, which amounted to 125 days continually at sea.

Also back in Portsmouth was the Support Tanker RFA Orangerleaf. She has been on deployment since last August, originally operating in the Mediterranean. At the end of January she sailed from Gibraltar to join up with the Naval Task Group, working with her two sister ships Bayleaf and Brambleleaf to keep the Coalition forces topped up with fuel and spending 108 days at sea.

Returning to the Clyde Naval Base were Mine countermeasures vessels HMS Blyth and Brocklesby. They have been deployed in the Gulf region for nine months and both played a crucial role during the conflict in Iraq.

HMS Bangor and Sandown were back in Portsmouth after a record 10 months away – the longest spell of any of the ships of the RN task force and the longest deployment undertaken by any of the hi-tech Sandown class.

They were part of a mine clearance task force which captured 76 mines and exploded a dozen more to allow RFA Sir Galahad with her much needed humanitarian aid to open up the port of Umm Qasr.

HMS Grimsby and HMS Ledbury will not return from the Gulf until next month.

● **HOME COMERS** (from top right): HMS Ocean at Plymouth. Inset: A warm welcome for LOM Glen Hastings of HMS Edinburgh at Portsmouth. Deputy C-in-C Fleet Vice Admiral Mark Stanhope briefs Armed Forces Minister Adam Ingram on the flight deck of HMS Ocean. HMS Brocklesby and HMS Blyth transit the Clyde. Inset, CPO Andy Kidd's son Gavin gives a patriotic wave to Brocklesby arriving at Clyde Naval Base.



MCMVs in joint exercise

MINE countermeasures ships of the Royal Navy continue to play an important role in the Gulf – including working with another navy in the region.

Four Portsmouth-based MCMVs – HM ships Grimsby, Ledbury, Ramsey and Shoreham – joined three Royal Saudi Navy ships in the first maritime exercise to be conducted in the Gulf since the conflict in Iraq.

The exercise was designed to increase interoperability.

Cdr Peter Lambourn, Commander of the UK Mine Countermeasures Force, said of his people: "All the ships' companies have worked really hard whilst out here and with operations in Iraq now behind them, they are looking forward to some well-deserved visits to Dubai, Abu Dhabi and Muscat, before the long trip home."

Six MCMVs, including HMS Grimsby and HMS Ledbury, took part in mine clearance operations in the Northern Gulf and shallow waterways leading to the port of Um Qasr.

Rear Admiral Mike Wood, Director General of operations for the Defence Logistics Organisation and Chief Naval Engineering Officer, visited Ledbury and Grimsby and their support group, MCM2, in Bahrain to canvass views on how well the DLO served the ships during Operation Telic.

Admiral Wood paid tribute to the work done by these ships during the conflict in Iraq under "difficult and dangerous circumstances".

Cyprus rescue

ONE of the Royal Navy's Archer-class patrol boats was involved in the rescue of a windsurfer off a Cyprus beach.

The Cyprus Squadron boat, preparing for joint exercises with 62 Cyprus Support Squadron Royal Engineers, stood by as an Army rigid raider picked up Stelios Isaia more than 2km out to sea near Limassol.

Opening fire

A NEW aircraft fire training simulator has been officially opened at RN air station Yeovilton in Somerset by Admiral Terry Loughran.

The LPG-fuelled trainer provides realistic scenarios with a high degree of control over flame and heat conditions, and is greener than the old kerosene-fuelled version.

Based on the Merlin fuselage, the new trainer is a major investment in fire crew continuation training.

War is won, but still much to be done

DESPITE the return of warships to home ports, the Navy is maintaining a strong presence in the Gulf, and a new man has taken up the role of senior British officer in charge of maritime operations in the region.

The new UK Maritime Component Commander in Bahrain is Commodore Richard

Leaman, normally based in Portsmouth as Commander UK Task Group.

The Bahrain HQ was set up in October 2001 as part of the UK's contribution to the war against terrorism, prompted by the attacks on the US the previous month.

Co-located with Commander US Naval Forces Central

Command, Cdre Leaman is also Deputy Coalition Commander to an American admiral, Tim Keating, who commands the US Fifth Fleet.

In March the UK HQ took charge of RN and RM units involved in Operation Telic, the campaign against Saddam's regime, but now the fighting is over

there is still plenty to be done.

Cdre Leaman – who admits to feeling at home surrounded by palm trees, having been brought up in Torquay – said: "The Royal Navy will continue to play an important role in ensuring that the peace and security of the region is maintained, and I am proud to play my part in that."

Ice ship visits Big Apple on way home



● HMS Endurance returns to Portsmouth.

Picture: Cdr Tom Herman, Queen's Harbour Master

ICE PATROL ship HMS Endurance has returned to Portsmouth after an eventful eight-month deployment to the Antarctic.

The Red Plum carried out a full programme of survey work, support for scientific research and defence diplomacy.

Earlier in the deployment Endurance suffered minor damage when she struck an uncharted underwater pinnacle six miles off the Antarctic ice shelf in January while surveying – a crucial task, as the waters in the region are being increasingly used by commercial liners.

The 6,500-ton ship grounded for just over an hour while surveying the area, despite stringent safety margins, but there was no breach of the hull.

Her return voyage has seen Endurance working at sea in the Caribbean, and conducting a number of visits to South American countries such as Chile and Colombia.

But Endurance's fundraising efforts are still under way in the final stages of her homeward voyage and her ship's company are intent now on raising money for

the Lord Mayor of Portsmouth's Save a Life Appeal.

As Endurance headed out of the Caribbean and into Charleston, her ship's company made the most of the good weather by taking official departmental photos and squeezing in a Hands to Bathe in the warm water.

One of her final tasks on the 40,000-mile deployment was to appear at the high-profile New York Fleet Week, where she was the UK representative in a flotilla of 18 ships from five nations – the USA, Canada, UK, Mexico and Canada.

Endurance will now undergo maintenance and the ship's company will catch up with training and leave before the ship heads south again in the autumn.

Chatham continues 'valuable operations'

AFTER playing a key role in operations against Saddam Hussain in the Gulf, HMS Chatham still has plenty to do before her deployment ends.

The Type 22 frigate provided naval gunfire support, along with HMS Marlborough, HMS Richmond and HMAS Anzac, when Royal Marines of 40 and

42 Commando went into the Al Faw peninsula in Southern Iraq in March.

The four ships were stationed in a firing area in the Khawr Abd Allah waterway, in restricted and shallow water, and targets ashore included bunker positions and other military installations.

But once her job in the Northern Gulf was finished, Chatham headed south to take up her original programme which, for the third time in two years, had her making a contribution to the global war against terrorism.

Chatham is the lead British maritime unit in Operation Enduring Freedom, which is being carried out by a 15-nation coalition, and was established soon after the attacks of September 11, 2001.

Her programme has taken her south of the Equator off the east coast of Africa and far out

into the Indian Ocean for lengthy periods, with her day-to-day tasking varying according to current operations.

A port visit to the Seychelles was included in the programme to allow some family and friends to fly out to meet up with the ship's company.

The Commanding Officer of HMS Chatham, Capt The Honourable Michael Cochrane, said: "I am very proud of the professionalism and dedication that HMS Chatham's ship's company displayed during the military action in Iraq."

"As we move on to perhaps less tense, but just as valuable operations, I am confident the team will maintain their spirit and enthusiasm as they can rightly be proud of the job that they do so well."

Chatham is due back in Devonport later in the summer after a deployment which lasted around seven months.

Somerset calls in to Polish port

TYPE 23 frigate HMS Somerset was due back in Devonport as Navy News went to press, having been making her presence felt around the Baltic.

The warship had a four-day visit to Gdynia in Poland, where sightseeing ranged from the beautiful old castle of Malbork to the Nazi concentration camp at Sztutowo.

A multi-navy sports day saw sports from football and volleyball to pillow-fighting – and although Somerset didn't win, she put up a good show.

Then it was on to the more seri-

ous business of Exercise Baltops 2003, a chance for navies in and outside NATO to work together – nations involved included the US, UK, Denmark, Poland, Germany, Lithuania, Latvia, Russia, Finland, Sweden, Estonia and France. The exercise takes the form of a peace support operation, culminating in a multi-nation civilian evacuation, using the island of Bornholm.

Somerset's final call before reaching the UK was in Germany for Kiel Week.

■ See Navy News Online for a full report



● LSA Richie Almey – 'Action Jack' – abseils from Sydney Harbour Bridge

Picture: LA(PHOT) Sean Clee

Great views from Oil Jetty

THE ARRIVAL of HMS Marlborough at Sydney did not quite live up to expectations – but everything else on the frigate's visit certainly did.

Marlborough, on Naval Task Group 03 duty, took three days to sail from Auckland to Sydney, during which time the weather turned to mist and then steady rain, soaking the ship's company as they lined the upper decks.

The ship was berthed at the ominous-sounding Oil Jetty, but it turned out to enjoy one of the most impressive views that a jetty could have – across a narrow stretch of water to the Royal Botanical gardens, the Opera House and the Harbour Bridge, a view which never palled for the British sailors.

A number of the ship's company met family who had flown out for the visit, and for those who remained on board there was a busy programme of maintenance, including an overhaul of the engines, and the Australian hosts proved as helpful as ever with this essential work.

There was still plenty of time for sightseeing, with the local zoo and impressive aquarium proving popular, while many made the short train journey to stand on the white sands of Bondi Beach.

The Harbour Bridge also proved a magnet to the British sailors, and while some found the climb up its curved top quite enough, for others

there were greater thrills to seek.

Accordingly, an abseil was set up down to the (occasionally shark-inhabited) waters of the harbour, giving the ship's photographer some excellent picture opportunities, while some – who should know better – were not content to abseil conventionally, and instead came down head-first.

Some headed further afield, to Canberra, Brisbane and Perth, but wherever they were, the story was the same – a friendly welcome and a desire to return.

The ship is now on her way to South East Asia.

■ Tokyo visit – p16

Frigate heads for the Gulf

TYPE 23 frigate HMS Sutherland has sailed from Devonport to relieve sister ship HMS Richmond on Armilla patrol in the Gulf.

Since a docking period last year, Sutherland has prepared for her six-month deployment with exercises in UK waters, including an eight-ship Joint Maritime Course off Scotland in February.

Her Commanding Officer, Cdr Graeme Mackay, said: "As the Middle East recovers from the recent conflict, we have a vital role to play in bringing peace and stability to the region."

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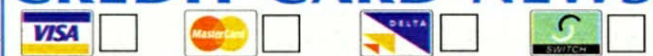
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Ships of the Royal Navy No 572



Long time away for little Blyth

FOR THE eleventh of the Sandown minehunters HMS Blyth it's been an interesting start to her career in the Navy.

Her first operational deployment has proven to be a mammoth eight-month stint away, travelling to the Mediterranean and the Gulf, where she played an important role in the recent conflict against Saddam Hussein, clearing mines from the waterways of the port of Umm Qasr.

Safe access to the Iraqi port along the Khawr Abd Allah (KAA) waterway was essential for the delivery of humanitarian aid and other support, and Blyth oper-

ated in the region for the majority of March, successfully disposing of five Manta mines.

The mine countermeasures vessel (MCMV) set off from Portsmouth in September last year for an initial period in the Mediterranean as part of Exercise Argonaut 02, a joint NATO exercise.

From the Mediterranean, Blyth moved on to complete extensive route survey operations in preparation for the deployment of the Amphibious Ready Group into the Gulf as tensions built over Iraq.

Christmas brought a break at the United Arab Emirates port of Jebel Ali along with sister ships HMS Brocklesby, Bangor and Sandown and command ship RFA Sir Bedivere.

Staying in the region, Blyth continued to work and train with minesweepers from Kuwait, Saudi Arabia and the US. The conclusion to this period was a call to join the MCMVs on station to support operations in the Northern Arabian Gulf.

It was not just her MCM skills that were called upon in the Gulf, as she was involved in the rescue of four US sailors whose force protection boat had got into difficulties in heavy weather and at night.

This is the second rescue in which HMS Blyth has been involved – in December 2001 she saved the crew of a sinking merchant vessel in the Bristol Channel.

Finally back at her Scottish home in Faslane, the ship's company are enjoying a well-earned rest and the ship receiving vital maintenance before she begins training once more to be primed and ready for her next deployment.

Plans are in place for a visit to her namesake Northumberland port, an affiliation that has been quickly and firmly established in the minehunter's short life.



● HMS Blyth has returned to the UK from her first operational deployment which saw her take part in Operation Telic in the Gulf

The name Blyth has only the one precedent. The first was a Bangor-class minesweeper that was launched on September 2, 1940.

However her completion was delayed due to excessive vibration and it was not until June 1941 that she entered service with the 13th Mine Sweeping Flotilla (MSF) under the Plymouth Command.

Later that year in December she was transferred to the 9th MSF at Portsmouth.

The problems with vibration continued and meant that she was declared unsuitable for mine-sweeping duties and so she spent her days in an air-sea rescue role.

But despite her mechanical problems she won Battle Honours

in a series of live operations.

After the war she was placed in reserve in 1946 before being sold on in 1948, renamed Radbourne, and starting a short career as a ferry. She was finally broken up in November 1952.

BATTLE HONOURS

Dieppe	1942
North Sea	1942
English Channel	1943
Normandy	1944

Facts and figures

Class: Sandown class single-role minehunter
Pennant number: M111
Builder: Vosper Thornycroft, Woolston, Southampton
Launched: July 2000
Accepted: February 2001
Commissioned: July 2001
Displacement: 485 tonnes
Length: 52.5 metres
Beam: 10.5 metres
Draught: 2.4 metres
Speed: 13 knots
Complement: 35
Main machinery: Two diesel engines; two electric motors that power slow-speed drives; Voith Schneider cycloidal propeller units
Weapons and sensors: BMARC 30mm gun; 1007 radar; 2093 sonar; 780 echo sounder; RCMD5 2 (Remote controlled mine disposal system)

AIRCRAFT OF THE ROYAL NAVY No 81



● The de Havilland Sea Mosquito TR33

Picture: Fleet Air Arm Museum

de Havilland Sea Mosquito TR33

IN TOTAL 50 of the Sea Mosquito TR33s served in the Royal Navy for just under a year from August 1946 to July 1947.

The two-seat long-range strike aircraft, with all wooden construction, was developed from the earlier Mosquito VI, offering a twin-engined aircraft capable of carrier operations.

The first Sea Mosquito flew on November 10, 1945, and it was not until the fourteenth production aircraft that the full Naval requirements of folding wings and a Lockheed oleo landing leg were built in.

The Sea Mosquito TR33 could carry an 18-inch torpedo below the fuselage or two internal 500lb bombs in the rear bomb-bay, and two externally beneath the wings.

Armament featured four British Hispano 20mm guns forward, with provision for eight 60lb rocket projectiles.

The engines that drove the aircraft were two 1,640hp Rolls Royce Merlin 25. Fully fuelled with two 50 gallon tanks under the wings, the TR33 had a maximum range of 1,260 miles, and a maximum speed of 385mph at 13,500ft.

In length the TR33 was 42ft 3in, with a wingspan 54ft 2in unfolded and 27ft 3in in the compact form. The Sea Mosquito stood at 13ft 6in in height.

The original order for 97 was reduced to the 50 total that eventually appeared, with the aircraft first serving in 811 Squadron at Ford and disbanding at Brawdy in July 1947.



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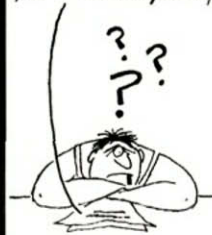


Letters

JACK

BY TUGS

Sorry I haven't written
for a couple of weeks but.....



FOR EXERCISE! FOR EXERCISE!
FOR EXERCISE! - FIRE! FIRE!
FIRE! FIRE IN THE
GALLEY ooooo.....



.... My scorched hand
is still sore so
please excuse the
writing...



Breeding matter

DISASTER! I have about 12 years of backlog copies of *Navy News* which my wife made me relegate to the garage - and I have found out that your paper is also a favourite with New Zealand mice!

They have got into the box and nested in them, chewing off about two inches off the hinged side of about four years worth!

In the words of a famous NZ TV advert for Toyota cars - b-----r! - D. Collins, Christchurch, New Zealand.

Your mice obviously have good taste - and as Sir Donald Gosling once remarked of *Navy News*, the ink doesn't come off on your hands, either. - Ed

Magnetic response

I REMEMBER reading a few years ago about a unique ship, a converted trawler I believe, which had a huge magnetic coil fitted.

It was used in response to the sinking of ships by magnetic mines in the Thames estuary in World War II and its coil was so strong that it exploded quite a few mines and when near shore stopped the clocks ashore.

Winston Churchill said it was the most valuable ship for its size in the RN. Do any of your readers remember it? - C. Taylor, Ilford

T-class survivors

I HOPE you will not mind me suggesting that you may be incorrect, but of the 15 'first group' of T-class submarines six actually survived the war.

They were Taku, Torbay, Tribune, Trident, Truant and Tuna. More than 30 T-class boats were built as 'second and third groups' of which most survived the war.

On a different question I cannot find an answer to, can anyone explain the award of G.C. badges, as during the war years at least I know of two HOs who were awarded them after only three years Service. - P. D. Waite, Whitby

Why the US always call on us first

THE COMMITTEE and members of our association greatly admire the young Service personnel of today. Over the past few years they have served our country magnificently.

Whenever our country needs men and women of courage and stamina, it is the members of our Armed Forces the Government calls upon.

During the foot-and-mouth epidemic, it was they who had the most unpleasant task of culling the livestock of our infected farms - a task none of us would relish.

During the recent Firemen's strike, once again they were called upon to provide a vital service for our country.

Using outdated equipment, they carried out their duties with determination and resilience. Many of the public do not realise that the majority of those men and women were on less pay than the firemen they had replaced.

In Afghanistan our Royal Marines played a vital role in support of the US. During the recent war in Iraq it was they who were given the very important task of securing the southern port of Basra.

In that battle they demonstrated to the world why they are the finest troops in the world. They also showed that not only are they the greatest

warriors, but the supreme peacekeepers.

Other countries may have larger Armed Forces than ours, but undoubtedly ours are the best in the world. Hence why the US always call upon us first when they want men and women of courage they can rely on 100 per cent.

Whenever you get the opportunity, please tell them that we, who have now been put out to pasture, admire them and respect them. - P. Cubitt, Chairman Gosport Submariners Association.

This letter was originally sent to Chief of Defence Staff Gen Sir Michael Walker and is reproduced here at his suggestion. - Ed

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.

Generous gesture

AS PRESIDENT of the British Officers' Club of New England, I was invited by a local US Marine Corps Veterans Group in Lawrence, Massachusetts to participate in their memorial weekend service of remembrance.

During this service I was asked to read the names of the 31 British Servicemen who lost their lives in the recent conflict in Iraq.

Following this, the Last Post was sounded and the British National Anthem was sung.

I think you will agree that this was a very generous gesture on their part and consolidates the ties of friendship existing between Great Britain and the United States.

I report this to you since it may be of some comfort to the next of kin of those 31 brave and gallant men to know that their sacrifice was remembered and honoured many miles from their homes. - G. Hall, Sudbury, Massachusetts.

Drugs boat more likely 60s Jaguar

WITH reference to your front page story in the June issue, we believe that the "world War II Danish Motor Torpedo Boat" is in fact a 1960s German Jaguar-class Fast Attack Craft that may also have Greek or Turkish connections.

It is also our belief that there is only one World War II MTB still operational more or less in her wartime trim, and that is MTB102.

Others still exist but are incapable of moving under their own power and have a variety of structures built on deck.

There is one MGB that has been restored that was later designated MTB but probably never had tubes fitted.

MTB102 is now 66 years old and has had several refits but has never been out of use and has never been restored.

She has been recently re-

engined with two special 10ltr 600hp Cummins Diesels that have enlivened her performance somewhat and she will continue to entertain at maritime events as long as we can raise the finance for her upkeep. More information on www.mtb102.com. - R. Basey, Chief Engineer, MTB102 Trust

● MTB102, a Vosper MTB which served with distinction in the evacuation from Dunkirk, escorts the Little Ships across the Channel in their 2000 return trip pilgrimage, HMS Somerset in the background



A1 loss highlights holes in record

NEXT year, March 18 2004, marks the 100th anniversary of the loss of HM Submarine A1, Lt Loftus Mansergh and his entire crew in a collision in the Solent.

This was the first major submarine disaster for the Royal Navy and the first of many tragic RN submarine losses in both peace and war.

Submariners who have been lost are recorded in the Submarine Book of Remembrance. Officers who joined the Submarine Service have their careers fairly accurately recorded via the pages of the *Navy List*, but there appears to be no accurate central record of ratings who joined submarines and, in some cases, spent many

years of their Naval careers in them.

With several colleagues in the UK, John Eade in Perth, Australia and David Campbell in Canada, I have been endeavouring over several years to put together an accurate data base of submariner officers and ratings, particularly from the early years of 1901-14 and the years of World War I, where information is very sparse.

The 100th anniversary of the loss of A1 seems to be a significant and logical target date to set for the compilation of such a record.

I would like to appeal through your pages for any information they might have on friends or relatives who served in submarines in the early years.

Of particular importance are the full name, rating, official number, date of joining and leaving submarines and submariners in which served.

Family information, place and date of birth etc, is also very helpful.

Any information may be sent to me, together with copies of Service Record sheets and photographs. - B. K. Downer, 26 Landale Rd, Peterhead, Aberdeenshire, AB42 1SU

● HM Submarine A1 in the Solent, shortly before she was sunk in collision with SS Berwick Castle.



No. 588 50th year

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REMEMBRANCE OF REVIEWS PAST



I ENCLOSE a photograph taken of the Boys' Division marching past King George VI on the flight deck of HMS Vengeance.

This was the very first post war Royal Fleet Review held off Greenock in Scotland in June 1947.

Queen Elizabeth and the two Princesses are stood near to him on the dais and I'm the first rating marching past, right behind the Boys' Instructor, a PO PTI.

I went on to serve 31 years. — I. G. F. Smith, Doncaster.

IN 1953 I was a CPO Telegraphist serving in HMS Mercury.

On June 15 I was briefed to join HMS Maidstone in the Solent. She was positioned amidships of the lines and columns of vessels forming the Coronation Review. She

was thus well-sited to ensure efficient Medium Frequency communications with ships who were out of Very High Frequency range of the flagship, HMS Vanguard.

It was my responsibility to co-ordinate the illumination of those vessels that would not receive the signal originated by the Queen in Vanguard.

At 2230 in the battleship's Wardroom the Queen pressed a golden Morse key. This transmitted a five-second dash to those ships fitted with VHF sets (Type TBS).

On receipt of this signal the Review Fleet was illuminated, but not all the vessels present were fitted with VHF receivers on the 72MHz band.

It was my honour and privilege to ensure illumination was co-ordinated with the signal from the Queen.

Maidstone had a link with Vanguard on the same VHF frequency and would receive the Queen's 'switch on'.

To ensure reception by those vessels unable to receive this VHF signal from Vanguard, a 2MHz broadcast link using Morse Code was set up aboard Maidstone.

This transmission was on a waveband used by the smaller ships and had the added advantage of being heard at a greater range than VHF.

The illumination of the Coronation Review Fleet was thus achieved by Morse Code from HMS Maidstone and by a VHF voice link from Vanguard.

I was more than relieved to

learn of the success of this simultaneous 'switch on' operation and to sign off the Wireless Log and go on the upper deck to see the Fleet lit up. The method of Maidstone's 'switch on' signal was by Manoeuvring Procedure.

It entailed the use of prosign IX made as one Morse symbol followed by a 5-sec dash on the

Morse key.

The actual signals prior to and after the illumination of the Fleet at 2230 would only be of interest to the communicators of that era.

They would be proud that the usage of the 1950s was equal to the task. — N. J. Swain, Cheltenham

Rough ride for Unicorn

REGARDING the piece about HMS Unicorn (May issue) I served in her in 1943 as a 19-year-old AMI.

It took us 13 days to reach Gib and I was seasick for 11 of them.

Twenty-four hours out of Belfast the storm that hit us was so severe that our escort cruiser and three destroyers all turned back for the comfort of Londonderry, leaving us to go on alone. Even the U-boats packed up for three weeks at that time.

Moving east from Gibraltar, the stench from the potato locker got so bad the spuds all had to be dumped overboard. Now for the main meal we had hydrated potatoes or rice or hydrated cabbage. Yuk.

The bread on board was fresh baked and very white — we hadn't seen the like since before 1941 in the UK. It was beautiful so long as you didn't mind the red splodges of baked flour weevil. — R. H. Woods, Woking.

● **ROUGH RIDE:** 824 Squadron aircraft on board HMS Unicorn, 1943

Consolation that comes in uniform appearance

PERHAPS I can enlighten W. Williams and P. Hughes as to the wearing of uniform by ex-RN personnel (May issue).

At the time I retired in 1973 the appropriate Dress Regulation concerning ratings no longer serving was to be found in BR 81, Article 0124 which read: "Unless on any particular occasion the Ministry of Defence orders otherwise, Chief Petty Officers, Petty Officers and Senior RM non-commissioned officers who have completed Continuous Service (CS1) or Long Service (LS1) engagements have discretion to wear the uniform of their respective ranks within the British Commonwealth on State occasions and on other occasions of ceremony, provided it is in the best interests of the Navy to do so."

"Similar provisions apply to retired members of the respective permanent reserves. The uniform worn in accordance with these instructions may be either the pattern of uniform which was regulation at the time the individual concerned left the Service or the latest pattern."

It has long been my policy to wear uniform to Church on Remembrance Sunday or when attending the funeral of someone

who has served in the RN and it has brought considerable consolation to the bereaved. — J. Hinton, Worcester.

THE DOWNSIDE, I felt, for the RNR veterans taking part in the presentation of the Sovereign's Colour to the RNR was that the rig of the day was the "four Bs" — Bowler hats, Broileries, Blazers and Berets.

In view of the First Sea Lord Admiral Sir Alan West's comments on the wearing of uniform reported in *Navy News* March issue, I felt that RNR veterans should have been given the opportunity to wear their uniform, especially as all the members of the RNR veterans looked pretty fit and in all round good shape.

However, this is not to deter from the occasion which went along extremely well.

The veterans were headed by OIC Cdr Loughlan, RNR, who did a great job in keeping all the vets on track and is to be congratulated wholeheartedly. — R. A. Bragg, Watford.

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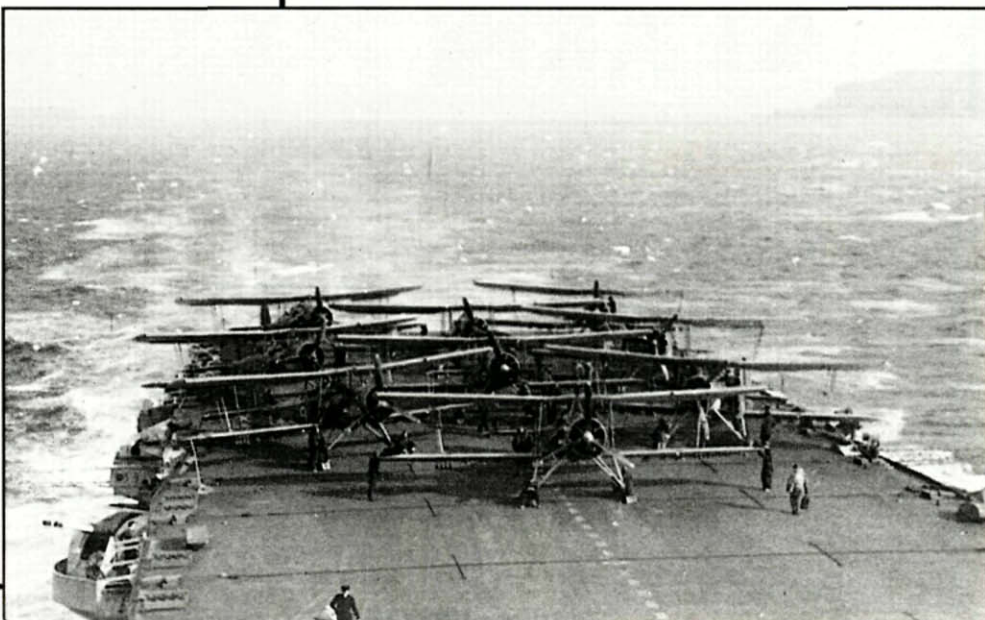
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Helping Hands

Puppy love



SIX-WEEK-OLD Golden Retriever puppy Vince is about to start his life as a trainee guide dog for the blind. HMS Invincible is providing the necessary £3,000 to cover his training for the first year, and PCT Melanie Shelton from the aircraft carrier was delighted to see the puppy before his training began.

Over the next year Vince will be put through his paces learning all the basic obedience skills and getting used to the areas a blind person might encounter. After that he will head off to London to spend over six months at an advanced training centre.

Melanie said: "He's lovely and so cuddly. I want one."

Picture: PO Phot Paul Smith

Iron men of MOD

A TEAM from RNAS Yeovilton has been put together to tackle the Half Ironman Triathlon at Sherborne Castle in Dorset on behalf of Comrades of Children Overseas.

The unique team from the Equipment Support (Air) element

of the Defence Logistics Organisation features one from each of the Services plus a civil servant to complete the mix.

● Lt Chris Ling (Navy), Maj Nick Moore (Army), Sqn Ldr Peter Daulby (RAF) and Will Mephem (MOD)



Field gunners run for CHAS

THE STREETS of the town of Helensburgh rang with the pounding feet of the HMS Neptune Field Gun Crew when they started their collecting for the Children's Hospice Association Scotland (CHAS).

The team have already equalled last year's total with £700 which they plan to double with a run through the Clyde Naval Base.

They have been unable to do a public run this year, as the date of the Faslane Fair clashed with the Collingwood Field Gun competition down on the south coast of England.

The team came fifth last year but their aim was higher for the 2003 competition.

Trainers CPOs Charlie McKee and Gary Nicolson have been putting the 18-man team through their paces since the end of April, readying the group for the tough task of pulling the one-tonne field gun through the gruelling event.

The run involves the crew carrying the various elements of the gun across a course, putting the gun together, then carrying it back over the course in order to fire three rounds of ammunition. It is only once the three loud bangs sound that the team has finished.

Each member of the team has a precise role, and perfect timing is crucial – the winner of the field gun is decided by hundredths of a second.

Lengthy walk for Illustrious

SIX people from HMS Illustrious took part in a 60-mile sponsored walk from Sandwich to Hastings.

Currently the aircraft carrier is going through a £100 million refit in Rosyth, but the ship's company are keen to keep alive the affiliation with the Cinque Ports, a confederation of 14 Channel ports between Sandwich and Hastings.

The team raised £340 for the Royal Navy Benevolent Trust, and their efforts were further bolstered by a cheque for £250 from the ship's refitting company Babcock Support Services Ltd presented to the Mayor and Mayoress of Faversham.



● HMS Neptune's field gun runners wield their collecting buckets en route through the streets of Rhu

Picture: STD Stu Hill

Changes planned for the FAA Trust

A DECLARATION has been sent out by the Trustees of the Fleet Air Arm Benevolent Trust to notify people of planned changes to the charity.

The new scheme will widen the objectives of the Trust to include provision that when there is spare income available from the charity, assistance may be given to Naval Service personnel injured in Fleet Air Arm aircraft accidents. This modifies the former deeds to

enable additional assistance to be considered for former beneficiaries who may be in need of help.

Anyone who wishes to comment on the new proposal is invited to do so by sending a stamped addressed envelope for a copy of the draft scheme to the Fleet Charities Officer, Room 204, Jago Road, HM Naval Base, Portsmouth, PO1 3LU.

Comments must be received before the end of July.



WO MARTIN Brough, Executive Officer of Naval Party 1011 at the Atlantic Underwater Test and Evaluation Centre in the Bahamas, presents a bike to representatives of Central Andros High School on the island. Money raised is going to provide two microscopes for the High School and video training programmes for six primary schools, as well as 25 refurbished bikes provided to all the schools for transport and to be given as prizes.

News in brief

■ FIVE personnel from 824 Naval Air Squadron took part in the Farokh Engineer Golf Classic at Mere Golf Club to raise money for the Manchester Children's Hospital bonemarrow appeal. The event was organised by Farokh Engineer, the former West Indies and Lancashire wicket-keeper, and an 824 Sqn Merlin helicopter started the day with a flyby.

■ IT IS a sad duty to report that former Navy man Keith Trelfa who was featured in last month's Helping Hands page has died from terminal cancer.

CPO Stephen Vitali is still running the Family Trust to help Keith's widow and family. He intends to pull a field gun through Weymouth's carnival procession at the end of August in memory of Keith and to raise funds for the family.

If anyone wishes to volunteer for the gun pull or donate to the Trust, please contact Stephen on 01305 812240.

■ HMS RALEIGH'S Figgard Squadron have gathered £339 from the Plymouth Half Marathon to go towards funding a guide dog for the blind.

Trainees in the squadron were invited to guess the total time taken by two of their training staff, Lt Andy Letts and Lt Bill Booth, to cover the 13.1 mile route. Andy said: "The competition to guess the total time proved to be more popular with the trainees than we ever imagined."

■ HMS LEDBURY is out in the Gulf and on board OM Si Backhouse is organising a charity rowing event with some of the other ships still in the region.

So far Ledbury has already collected over £400, but with the 10,000m rowing event planned for late June, more money will be garnered for a grand cash total.

One of the charities to benefit will be Cancer Care UK, and Si's father is very ill with the condition – this gave him the incentive to organise the charity event.

■ MINISTRY of Defence Police Constable Jo Thompson is putting her neck on the line for Barnardos.

Jo will be locked in the stocks alongside HMS Warrior 1860 at Portsmouth Naval Base on June 26, and for a £1 fee anyone tempted can chuck a wet sponge at the community copper.

■ SEPTEMBER will see the eighth annual Pedal-to-Paris bike ride organised by the Royal British Legion. The 440km trail starts out from Greenwich Park on September 4 to arrive at the Arc de Triomphe four days later. The entry fee is £350 and cyclists are asked to raise a minimum of £450 in sponsorship.

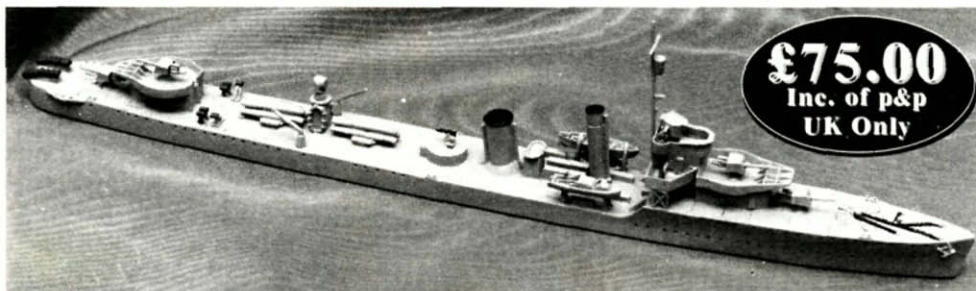
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People in the News



● LOM(C) Taylor of HMS Sandown receives his trophy Sandown does the double

MINE countermeasures vessel HMS Sandown received two warfare trophies for her recent role in the conflict against Saddam Hussein.

Capt Nick Stanley, Captain Minewarfare and Fishery Protection, presented the Chubb Challenge trophy to OM(MW) Foggins and the Rodifon Comms

trophy to LOM(C) Taylor.

Not only was HMS Sandown the only MCMV to win two trophies, she was the only one to go alongside in two Iraqi ports.

HMS Sandown's return to her home port in June will have seen her back from what is believed to be the longest deployment in modern MCMV history.

Don't argue with these doctors!

It would be a brave man or woman who failed to follow the prescriptions of Surg Lts Jamie Phillips, Gareth Wild or Richard Westernman.

The three Navy doctors have successfully completed the All Arms Commando Course at the Commando Training Centre for the Royal Marines at Lympstone, Devon.

In addition to the coveted Green Berets, one of their number Surg Lt Jamie Phillips was also awarded the Commando Medal for his efforts.

WO Simon Wright said: "This would be an outstanding achievement for any serviceman or woman."

"For a Royal Navy doctor with limited previous infantry knowledge to be awarded the Commando Medal on a course concentrating upon amphibious infantry skills speaks volumes for the character and ability of this man."

Surg Lt Phillips said: "Receiving the Commando Medal was a nice surprise but a huge shock. The training team should take credit for such a thorough but demanding course."

The tough tests that the three overcame included an endurance course, a Tarzan assault course, a 9-mile speed march and a 30-mile burdened march.



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YOU MUST BE OVER 18 TO ADVERTISE IN THIS COLUMN.



● The Arnold & Son Explorer that will be crossing the Atlantic this August Picture courtesy of Bear Grylls

Arctic challenge starts with a Bear hunt

WHEN *Telegraph*-reader Jill Marshment read an article that explorer Bear Grylls was looking for a Naval mechanic to accompany him on his latest expedition across the Atlantic she knew just who to call.

Her son Lt Andy Leivers admits that he is a fan of challenging exploits, rockclimbing, paragliding and kite-surfing being a few of his more mundane past-times.

Once his mother had contacted him to ask if he had seen the article, Andy went straight to the website www.arctic2003.com to find out more.

That Sunday evening he sent an e-mail over the wires in pursuit of Bear Grylls, seeking a place in the Arnold & Son Trans-Atlantic Arctic expedition.

In less than a week Andy was sat having a cup of coffee, otherwise known as an interview, with Bear and a week after that the Navy had agreed to Andy's involvement in the four-week exploit.

The trip is due to set out at the end of July, a five-man team in an 11-metre aluminium-hulled rigid

inflatable boat who will be crossing from Nova Scotia in Canada via Greenland and Iceland to the north of Scotland.

Provided the journey goes smoothly, the five should reach the Scottish shores in late August - Andy is crossing his fingers that this goal will be achieved, since as the Deputy Marine Engineering Officer for HMS Newcastle he needs to be there to ensure the Type 42 survives her upcoming operational sea training period in September.

Originally Andy joined the Navy as a Marine Engineering Artificer in 1988, but in 1996 he was commissioned and began his engineering degree at Southampton University, since when he has served in HMS Nottingham and Newcastle.

He said: "I'm looking forward to it. I love doing challenging stuff, being challenged physically and mentally."

He had praise for his Commanding Officer Cdr Jeremy Blunden: "I don't think that he could have been more supportive. He said to me 'This is a once in a lifetime chance. Go for it.'"

The Royal Navy is one of the sponsors supporting the event, providing 20,000 litres of diesel.

Wrens reunited

THE THIRTY year reunion of the survivors of WRNS Officers' Training Course 1/73 took place in the exotic location of Sydney, Australia.

The 17 young women who endured the rigours of the Officers' Training Course at Greenwich were scattered to the world within and without the Naval service, and this anniversary saw seven gather at the antipodean home of Diane Turner (née Heaver).

Reshuffle in the Scottish office

REAR Admiral Derek Anthony has handed over the role of Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI) and Naval Base Commander Clyde to Rear Admiral Nick Harris.

Adm Harris has served with the Royal Navy since 1969, and his previous commands include Oberon and Sovereign. He has held senior roles on the staff of the Second Sea Lord and the Directorate of Naval Operations, and overseas in Washington DC as the British Naval Attaché.

● Adm Harris is introduced to his senior staff by Adm Anthony



People in the News



Canadian honour for World War II FAA hero

THE CANADIAN Naval Air Group have chosen Cdre Fraser Fraser-Harris to be presented with an honorary membership at the Royal Naval Air Station Yeovilton at the end of June.

Cdre Fraser-Harris served with both the Royal and the Royal Canadian Navies for 35 years, including the whole of World War II where he stacked up a number of notable exploits.

He first received a DSC for his role in the Fleet Air Arm especially on the coast of Norway, flying Skua strike fighters. A bar to his DSC was to follow for his bravery in HMS Argus escorting a convoy to Malta.

The Canadian Naval Air Group (CNAG) was founded to perpetuate the traditions of the Royal Canadian Naval Air Arm. Cdre Fraser-Harris was deemed worthy of the award as he exemplified the highest ideals of the Royal Canadian Navy.

Representatives from both Naval services will be on hand for the presentation which is due to take place in the Skua exhibition area at the Naval establishment.

Family comes first for Navy

THERE'S been a bumper crop of family get-togethers for the Navy in recent times. Not surprising when you consider the amount of people rounded up in the Gulf region over the past few months, but back home has seen the proud Navy family lines flourish as well.

Once his ship HMS Grimsby had completed her key role in reopening the Iraqi port of Umm Qasr, LOM(MW) Karl Hunt had one mission in mind – tracking down his brother Darren who was with the Army's Royal Logistics Corps. The brothers had not seen each other for six months and had lost track of each other's whereabouts, but a call from their parents back home made it clear that for once both were at the same spot.

Grimsby's Commanding Officer Lt Cdr Paul Brown put out a call to the Army ashore for help in locating the missing brother, and soon the two were catching up aboard the welcoming minehunter.

The Gulf also brought together a brother and sister from the Moorcroft clan. AEM Ben was reunited with his sister on board HMS Ark Royal for ten days in

May when Ben's unit 800 Squadron joined the aircraft carrier.

Back on British shores WO Jim Gorringer was on hand to see his son SA David Gorringer at his passing out parade at HMS Raleigh. Jim who is currently serving at JSU Northwood said: "It comes as a bit of a shock to see your own son passing out."

Raleigh also saw a mass Naval clan gathering when AEM2 Stephen Morrison passed

out, present were his father – a CPO Artificer, his mother – a Wren Writer, his uncle – an AEM, his aunt – a Wren MT driver, and his cousin – the only one still serving and another AEM.

Down at Yeovilton LSA Graham Brown's father WOAEM Brown and brother Andy joined him in celebrating the achievement of his Duke of Edinburgh Gold Award.

● LOM(MW) Karl Hunt of HMS Grimsby with brother Darren of the Army's Royal Logistic Corps



● WO Jim Gorringer and son David



● The Moorcroft siblings

● LSA Graham Brown flanked by brother Andy and their father WOAEM Brown outside RNAS Yeovilton



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Navy team walks tall

A ROYAL Navy mountaineering team put a man on top of Everest – and then abandoned a second assault on the summit to rescue stricken climbers from another team.

When Royal Marine Dave Pearce and Sherpa Chhiring Dorje reached the summit of the world's highest mountain at 9.31am on May 22 it was the culmination of years of planning and training by a RN/RM team.

Although not the first from the Senior Service to stand atop Everest – Lt Steve Bell RMR managed that in 1994 – it was the first time the Navy has tackled the notoriously-difficult North Ridge route.

The warrant officer spent around 20 minutes on the roof of the world, taking photos and contacting people, but he also paid

tribute to his colleagues.

"This was a great team effort. I wouldn't be up here without them," he said. "It is pretty grim, though – I'm shrouded in cloud."

"This is great for the Service – a hooping team effort!"

As Dave slowly made his way back down, RN and RM Everest North Ridge 2003 expedition patron Admiral Sir Jonathon Band, Commander-in-Chief Fleet, said: "This is a fantastic achievement by the whole of the Royal Navy team."

"The resilience and determination of their teamwork has enabled them to reach the summit and now, quite correctly, they are putting all of their efforts into assisting other climbers known to be in distress."

A second attempt on the summit, which could have put further Royal Navy climbers into the record book, was abandoned by expedition leader Lt Col Nick Arding RM in order to put the team's full weight behind the rescue of the two injured climbers.

Conan Harrod, from Manchester, was climbing the north side of the mountain with a commercial expedition when he broke his leg at 8,500 metres.

Two fellow climbers helped Mr Harrod crawl along a ridge back to Camp VI at 8,200 metres, where the company's Sherpas stabilised him overnight before bringing him down to 7,600 metres where medical assistance was given by the Navy.

Meanwhile one of Mr Harrod's original rescuers, Australian Peter

Madew, contracted frostbite and snow-blindness. Unable to move without a guide, he was part-led, part-carried down steep rock and snow slopes from 7,800 metres to Advanced Base Camp at 6,400 metres by Mne Darren Swift.

At this point Lt Col Arding called off the second summit bid so that they could bring Mr Harrod down to Advanced Base Camp.

In darkness, with wind increasing to 40 knots and spindrift conditions, a combined effort by Sherpas and Royal Navy climbers lowered Mr Harrod down steep rocks and snow slopes of the North Ridge.

Lt Col Arding later described it as "one of the most dangerous pieces of mountaineering I have ever done in 28 years of climbing."

Mr Harrod described his rescue as "a remarkable feat in atrocious weather conditions," adding that he was "extremely grateful to all those individuals and teams who assisted in my rescue."

Mr Harrod received further treatment from Surg Lt Andy Brown on his way to Base Camp, and he was eventually evacuated to a Kathmandu hospital.

Members of the RN/RM team are now back in the UK and being feted as heroes – among the accolades was the presentation of coveted *Blue Peter* gold badges on the children's TV programme.

■ An attempt to row across the Pacific by former Royal Marine Mick Dawson (39) ended in disappointment when the rudder on his boat was damaged in a storm.

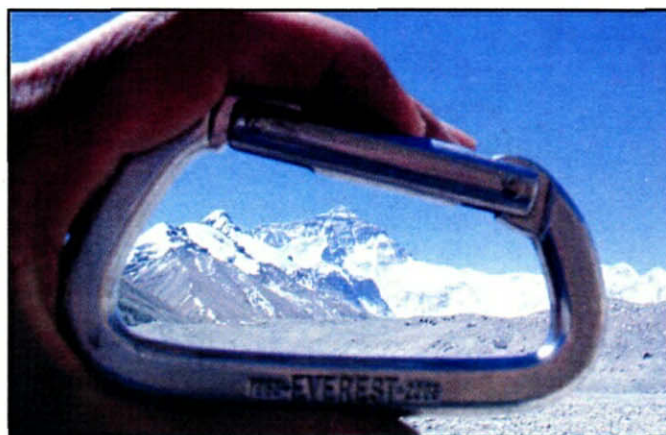
He was picked up 400 miles off Japan.



● (Above) Members of the RN and RM expedition ascend from the North Col of Everest

● (Left) WO Dave Pearce RM

● (Below) Everest seen through a carabiner



Navy News readers have the chance to win one of eleven prizes presented to us by the RN and RM Everest North Ridge Expedition 2003 team.

There are two T-shirts signed by the team, two khada scarves presented to the team at Base Camp, two pieces of Everest rock from Base Camp, and five signed First Day Covers and stamp presentation packs, also signed by Britain's leading climber, RM Reservist Al Hinkes.

To win one of these prizes, simply tell us the nationality of Sir Edmund Hillary – 50 years ago he and Sherpa Tenzing were the first men to climb Everest.

Send your answer to Everest Competition, Navy News, HMS Nelson, Portsmouth PO1 3HH, by August 15, 2003, and the winners will be drawn from all correct answers. Normal Navy News competition rules apply.

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Daring approach to bridge training

NAVAL Secretary Rear Admiral Mark Kerr was doubly pleased to be asked to open the new Bridge Trainer at Britannia Royal Naval College.

As a former Commanding Officer of the College he is always pleased to have a chance to return to Dartmouth.

And Admiral Kerr's father was First Lieutenant on HMS Daring, the ship from which the trainer takes its name.

The trainer, built by Transas marine of Portsmouth, gives all Young Officers at the college the chance to practise their

skills in realistic weather and tide conditions at 14 simulated ports, all of which is computer-controllable.

■ Commodore Tony Johnstone-Burt, the Commanding Officer of BRNC, has built on the successful links between Dartmouth and the German Naval Academy at Mürwik by signing a twinning agreement between the two colleges.

The formal arrangement was signed with his German counterpart, Kapitane sur Zee Neilson.

Cranes contract completed

THE third and final ship set of gantry cranes for the Royal Navy's aircraft carriers has been delivered by Houlder Ltd, completing a £3 million design and supply contract.

The three-tonne safe working load cranes are for use in maintaining and servicing aircraft inside the carriers' hangars, and had to be designed to achieve the required hook height within the confined space of the enclosed deck.

Biographer wins first Pepys medal

BIOGRAPHER Claire Tomlin has won the inaugural Samuel Pepys Literary Award for her book *The Unquiet Self*.

Claire won a £2,000 cheque and a specially-commissioned silver medal, as featured in the June edition of *Navy News*.

The award was presented at the annual dinner of the Samuel Pepys Club at Clothworkers' Hall in London.

Although more normally remembered as a diarist, Pepys was also a scientist and historian – and he was one of the Royal Navy's greatest administrators.

The Pepys medal can be seen at an exhibition entitled *Pepys's London* at the Museum of London until November 3.

Best of the bands

ROYAL Marines musicians feature in two high-profile performances this month.

A RM Grand Gala Band Concert in celebration of the Plymouth Lifeboat Centenary will be held at 7.30pm on Sunday July 20 at Plymouth Pavilions. Tickets at £11 (£10 concession) are available from 01752 229922, and the

concert will be the last by the Director of Music Maj Barrie Mills, who retires after 38 years in the Band Service.

On July 31 at 2pm the RM School of Music holds a Spectacular Open Day Concert at Portsmouth Guildhall, with tickets at £8 (£6 concession) available from 023 9282 4355.

Yachting skills embraced

THE ROYAL Navy and Royal Yachting Association have announced an alliance whereby all Young Officers studying at Britannia Royal Naval College will undertake RYA training as part of their

first year General Training.

The Navy has increased on-water small boat training by 50 per cent, helping to develop strong seamanship skills alongside other traditional Naval disciplines.

Commando group is stood down

THE ROYAL Naval Commando Association has been stood down after 60 years of comradeship forged in war and sustained in peace.

The Association's standard was laid up at St Augustine's Church in Birmingham at a ceremony attended by patron Countess Mountbatten of Burma.

The RN Commando was born of a group of officers and ratings brought together by Capt A. Garnons Williams as Naval Beach Parties in support of commando activities, and the group was formally constituted under Admiral Sir Roger Keyes in 1942, and later served under Lord Louis Mountbatten as part of Combined Operations.

Their task was to clear and secure beachheads in advance of the main body of assault troops, and to set up ship to shore communications.

The RN Commando took part in raids on the coast of Madagascar and Dieppe, and in the assault landings in North Africa, Sicily, Salerno, Anzio and the Adriatic, the Arakan Coast of Burma, Normandy, Belgium and the Rhine crossings, suffering many casualties and gathering a rich crop of decorations in the process.



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PARTICIPANTS WITH COMMENTS OR QUESTIONS ON THE PROGRAM CAN GO TO WWW.INTREPID.ORG. ONCE ON THEIR HOMEPAGE, GO TO "CONTACT US" TO FORWARD YOUR COMMENTS.





Liverpool in Tokyo

WITH the ending of maritime hostilities in the Gulf, most of the Task Group headed back to the UK to a rousing welcome at their home ports.

But for HMS Liverpool, HMS Marlborough and RFA Grey Rover it was time to head east rather than west, to resume deployment on Naval Task Group 03 – originally to have been led by HMS Ark Royal before the war against Saddam Hussein intervened.

Since leaving the Gulf region on April 6, the ships have been carrying out a programme of port visits and exercises to demonstrate the capabilities of the Royal Navy to deploy worldwide and to strengthen ties with our friends and allies in the Far East and Australasia.

While HMS Liverpool and RFA Grey Rover have been visiting Malaysia, China, Korea and, most recently, Japan, HMS Marlborough has temporarily detached from the Group to visit Australia and New Zealand.

Liverpool and Grey Rover arrived at Harumi, Tokyo for a four-day sojourn on June 5 – and got a warm welcome from the city officials, from the Japanese Naval Defence Force and from the people of Japan's capital city.

There was a grand welcoming ceremony for the two ships, with a military brass band and sailors from the Japanese destroyer JDS Shirane, their host ship, parading on the jetty.

Welcoming speeches came from the Director of the Port and the local Naval Commander, Admiral Takashima, and a response from the Commander UK Maritime Forces, Rear Admiral David Snelson, also visiting Tokyo at the time.

Traditional bouquets were presented to Admiral Snelson; to Cdr Martin Ewence, Captain of HMS Liverpool; and to Capt Tony McNally, Commanding Officer of RFA Grey Rover.

As a run ashore, it was generally agreed that Tokyo lived up to its reputation as a teeming, vibrant city. The dazzling neon, hectic shopping areas amassed with all the latest electronic gadgetry and the legendary packed underground trains were all part of the experience for the sailors ashore.

There was also the traditional part of Japan to savour, with ancient Shinto temples and palaces, sushi and sake – but also 'British' pubs and Irish bars for those with determinedly Western tastebuds.

A good run ashore, then – but expensive, a view often expressed by the crew who were more used to the bargain prices of the other Asian ports they had visited.

British sailors ashore in uniform were a great attraction themselves for the local populace, and in the streets and temple sites there were many requests from schoolchildren and families to have their photographs taken with the Liverpool lads.

The anxiety caused by the outbreak of SARS has now rather dissipated – but there was a short, tense period when a Liverpool rating went down with a chest condition. Anxious Japanese authorities ensured he was quickly transported to a local hospital and ships companies were temporarily confined to ship. But it was soon proved to be a minor infection and shore leave was resumed.

As Navy News went to press, Liverpool and Grey Rover were about to link up with Marlborough again to take part in the multinational Exercise Flying Fish off the coast of Malaysia. They are due back in the UK in August.

Pictures by LA(PHOT) Wheelie Barrow, clockwise from top left:

- HMS Liverpool arrives at Harumi, Tokyo
- Catching up on the news (L-R) are OM(EW) Jake Cripps, OM(C) Nathan Bull, OM(C) Alan Hogan and OM(AW) John Derry
- Strolling through 'Electric City' the famous shopping district of Akihabara
- At Asakja Kannon Shinto temple
- With a party of schoolgirls are (L-R) LMEA Robert Cunningham, MEM Matthew Scarff, OM(AW) Liam Baines, OM(EW) Stephen Wilson and OM(EW) Michele Lewis
- RFA Grey Rover follows Liverpool into Tokyo
- Rear Admiral David Snelson meets Liverpool's host, Rear Admiral H. Takashima



UV light system tackles odours

A SYSTEM designed to improve air quality on board the Royal Navy's nuclear submarines could be used on board airliners to counter real – and perceived – problems.

An MOD-sponsored programme led to the Submarine Atmospheres Group at QinetiQ's Haslar Marine Technology Park looking into the performance of a photocatalytic system which involves shining ultraviolet light on to a surface coated with titanium dioxide.

This produces free radicals, which attack molecules of contaminated compounds in the air, including those which cause odours.

These are broken down into simple, harmless substances, usually water and carbon dioxide.

The free radicals have the additional benefit of killing bacteria, viruses and spores.

The use of such technology at sea in surface ships was a natural follow-up – most smells are controllable with good ventilation, although galley odours tended to be the most widespread.

Current technology uses filters, electrostatic precipitators or activated carbon beds, but all have drawbacks, either requiring regular cleaning or replacement of components, or there are dangers of clogging or even spontaneous combustion, in the case of the carbon filters.

The benefits for a closed environment such as a nuclear submarine are obvious – the system is cheap, low-powered, lightweight, easily maintained and has few or no consumable components which require changing, although it is likely to be most effective when used in conjunction with electrostatic precipitators in galley filter systems.

With fears of sickness and bugs spread in aircraft and by air travel – particularly in the wake of the SARS virus outbreaks in the Far East and Canada – photocatalytic systems would appear to be ideally suited to airliners.

The technique does not require a high airflow, so there is usually no need for additional fans or blowers.

An airline could easily sterilise the air that is circulated through the cabin – thus allaying the fears of passengers that they are breathing in the germs of someone elsewhere on the plane.

Air bled into the cabin from engine compressors can sometimes be contaminated by high temperature lubricant, which could also be neutralised by the system.

Other potential applications for photocatalysis plants could include train toilets, or around sewage and waste treatment facilities.

This research work is being carried out by the Environmental Sciences and Services Business Group at Haslar.

Computer model highlights vulnerabilities

COMPUTER models are being used to work out how well ships could survive an explosion, and how they can be handled after such incidents.

Research undertaken by QinetiQ has resulted in a method by which the probability of survival – either of the ship or critical systems, such as propulsion or power – can be calculated.

The findings could be used in the design and construction of new ships, and systems can be altered or retro-fitted to improve the chances of an older ship surviving an attack.

The QinetiQ model can predict the strength of damaged ships – just such an analysis was carried out on HMS Nottingham after she

QinetiQ

grounded off Australia in 2002 – and how a hull will cope with underwater or air-blast attacks.

The theories are backed in many cases by live firing experiments, which also add to the understanding of how detonation, shockwaves and the like affect ship structures.

QinetiQ experts hold extensive databases of explosive types and their effects, from mines to

missiles to speedboat attacks, and a graphic representation of a ship can be drawn up, coding each element according to its vulnerability.

With increased risk of terrorist attack, in the wake of incidents such as the bombing of USS Cole, the benefits of such information to navies is enormous; commanders will be able to predict with some speed whether a missile strike on a certain part of the ship will have knocked out firefighting systems, for example.

But the QinetiQ expertise has also had commercial benefits, with staff being able to confirm – or deny – the likelihood of an insurance claim citing mine damage being true.

Electronic 'nose' will predict source of fire

DEFENCE research group QinetiQ is leading the way in a system which can detect fires hidden on board ships – before they have even started.

The system is based on smart sensors which are built to detect a single compound or gas, and which can be linked to recognise the mix of gases which indicate equipment is overheating and could burst into flames.

The initiative is just one strand in QinetiQ's cutting-edge Fire Research Capability programme, part of the Environmental Sciences Business Group, as outlined by Fire Research Project Manager Linda Knutsen, who is based at the Haslar Marine Technology Park in Gosport.

One of the main areas of work for the seven-strong group of scientists is fire detection – both early warning and after a fire is believed to have been extinguished.

High-voltage and electronic cabinets on ships have been identified as a particular area of risk.

Linda said that the majority of fires are spotted by crew members, not machines, as existing detection systems can malfunction and are sometimes switched off to escape incessant false alarms – a practice which is not tolerated on Royal Navy ships.

With the trend towards lean-manning in both Naval and commercial ships, it could be some time before the smoke triggers an alarm or the problem is spotted by a member of the crew, so a system which warns of overheating in these cabinets before a fire breaks out would be a huge advance in safety.

The problem is that existing sensors are either not sensitive enough, or can be triggered by any number of false readings, so the QinetiQ team looked at the alternatives – one of which is an array of conducting polymer sensors acting like sensitive electronic noses.

Each of these tiny devices is essentially a polymer strip which connects two gold micro-electrodes. The polymer strip can be fabricated to react to the presence of an individual compound or gas, which will alter its conductivity and thus change the resistance between the electrodes, triggering a signal.

"We can link up four of the sensors for four different compounds which have been identified as precursors of a fire in an overheating



● Research by QinetiQ could result in devices which detect overheating in electronic and electrical units, warning of a potentially disastrous fire before it actually breaks out

cabinet," said Linda.

"So if all four of them are activated then there is the risk of a fire. If just one – say acetic acid – is activated, then that might be because someone has just walked past with a bag of chips with vinegar on them."

By linking them, the risk of a false alarm is therefore greatly reduced.

As these sensors are stable despite changes in temperature and humidity, have a low power requirement, and can be sensitised to a wide range of gases, they would seem to offer a relatively cheap and effective way of alerting a crew to a potential problem before fire breaks out.

The system could also be used in other areas, such as in the galley of a ship, or in other industries – a 21st century version of the miners' canaries or the white mice which warned of poisonous petrol fumes on board the Navy's first submarines.

Another flashpoint – in the literal sense of the word – is the timing of return into a compartment affected by fire, and this is another area which the QinetiQ team is tackling with promising results.

The current practice in the Royal Navy is to starve a serious fire of oxygen by closing all doors and hatches to the affected compartment, and then waiting for several hours, testing surrounding bulkheads for falling temperatures.

The Navy gave QinetiQ a wish-list of criteria, including the ability to test conditions in a compartment from outside, that the system is one-man portable, that it can warn if the fire is still alight or there is the risk of flashback, and that it can be linked back to the command centre.

QinetiQ have come up with the Fire Out Gas Detector, a briefcase-sized prototype which is based around a series of gas sensors sampling the atmosphere for carbon dioxide, oxygen, carbon monoxide, hydrochloric acid and flammable gases.

Air from the compartment is sampled through a narrow, extendable probe – which also contains a thermocouple to record the tem-

perature – and the machine not only checks for the presence of gases, but also for the rates of change of gas levels. All this data is recorded for later analysis.

Using the combined sensor readings, a computer works out the level of danger and generates an appropriate warning, from all-clear to danger of flashback.

An active infra-red camera can also be deployed, producing a clear image of any fire, even obscured by reflections of the flames, in the compartment.

The use of sensors to increase the safety of ship's companies has been extensively trialled on Navy warships, including aircraft carriers, Type 22 and Type 23 frigates and Type 42 destroyers.

Another strand of QinetiQ's research has been carried out in conjunction with the US Defense Department and NASA, and is investigating the replacement of the gas halon in fire extinguishers.

The Montreal Protocol requires the replacement of the gas, which damages the upper levels of the Earth's atmosphere, and there are high hopes for 'Agent 873', which has a shorter life in the atmosphere and is rendered harmless before it rises past the troposphere.

Linda said there was a possibility that the product could be on the market within two years, and that other commercial spin-offs from the department's research programme could follow.

■ Smiles – page 20

Ships' waste system proves success

A WASTE management system which dramatically reduces the amount of rubbish and pollution produced by warships has been performing well in tests.

The Integrated Waste Management System (IWMS) manages ten different types of waste:

- Metals
- Plastics
- Glass
- Sanitary wastes
- Black water (sewage)
- Grey water (showers, laundry)
- Bilge water
- Food waste
- Clinical
- General rubbish (wood, paper)

The system uses a mix of bespoke and commercially-available systems to treat the materials, releasing clean gases, clean water and as little as two cans of ash per day – a 97 per cent reduction in volume.

Some of it is shredded and burned at high temperatures in an incinerator, part-fuelled by the oily waste from the bilge water, while organic material in the sewage is broken down into safe, recyclable water and sludge which can be burned.

The disposal of material at sea has become a major international issue – research indicates that it can take woollen cloth up to a year to dissolve at sea, while an aluminium can takes between 200 and 500 years and a plastic bottle 450 years.

Project manager Sarah Kenny said that when tested with the workload expected of a Type 23 frigate, the vast majority of targets were easily surpassed, and the only one that was not is being reconsidered as being unreasonably strict.

The system, which features a novel QinetiQ-designed bio-reactor to process sewage and laundry water, is being considered for fitting to Royal Navy aircraft carriers.

Future ships, including the Type 45 and future carriers, will almost certainly need to be fitted with such a system, as failure to adhere to local environmental policy would limit the areas in which RN warships could move.

But there are also major implications for the cruise industry – a large percentage operates out of Florida, and the Dade County regulations on marine pollution are among the toughest in the world.

Alaska is another environmentally-sensitive region, and as it is thought that cruise liners are a major factor in marine pollution, systems which reduce the amount of rubbish and by-products from enormous ships will become vital to liners' operations.

The prototype IWMS at Haslar was configured to reflect the peaks and troughs of usage on a typical warship of around 200 people.

Bilge water and grey water was created to feed into the system at particular times, while sewage was tankered round from ships in Portsmouth Dockyard.

Clinical waste came from the nearby Haslar Hospital, domestic rubbish was supplied by the local refuse collection company, and the local supermarkets had a run on feminine hygiene products – making Sarah particularly unpopular when the person sent out to buy boxes and boxes of tampons and sanitary towels was male.

Apart from maritime applications, a similarly-configured system could prove useful for hotels and the leisure industry, particularly in remote locations.

One of the beauties of the QinetiQ IWMS is that each element can operate separately, so that one part can be taken off-line to repair or maintain without shutting down the whole process.

Smart seats and so much space

SCIENTISTS and technicians at QinetiQ are often tasked to look into a specific problem and come up with possible solutions – but they also get the chance to pool their findings into a more integrated design.

This sort of holistic approach has been brought to bear on the development of next-generation airline cabins, and QinetiQ is currently working with Virgin Atlantic Airways to study a range of concepts which could be worked on.

Chris Thorpe, a senior product designer at QinetiQ, says that superior design and the more intelligent application of technology can offer travellers a 'flying experience' which is both refined and safe.

The QinetiQ concept cabin appears remarkably minimalist to those familiar with the massed ranks of seats and other facilities packed into the average

airliner cabin. The seats are low profile, and intelligent lighting adapts according to the circadian rhythms of passengers.

Seating not only saves space without compromising comfort, but could also incorporate sensors technology to monitor passengers' behaviour.

This could alert hard-pressed cabin crew to the needs of restless passengers – or possibly warn of an impending air rage incident.

David Howells, a business development manager for QinetiQ, said smart thinking could bring dividends: "The one unifying principle for all airline operators is the need to offer a strongly differentiated service. Interior design integrated with innovative technology is a significant way in which airlines can demonstrate superior service through innovation."

Navy proves a big draw for summer shows

Hold on to your hats, it's a hectic summer for Navy festivals. With three events safely tucked under their belts, the calendar is still busy with shows and open days at HMS Sultan at the end of June and down at Devonport in mid-July and September.

The summer started with a roar at the International Festival of the Sea up in the Scottish capital of Edinburgh.

Navy ships were out on display with Type 42 HMS Southampton, new River-class patrol ship HMS Tyne and the two P2000s HMS Example and Archer.

The destroyer played host to many visitors over the course of the maritime event, some 28,000 people toured around the ship, and Princess Anne enjoyed lunch on board at the start of the festival.

Their hosting duties finished with a somewhat unusual guest - Nessie's mum, Killiecrankie. The ship's company were tasked to return the Festival's theatrical centrepiece, a giant blue dragon, back to its Portsmouth home.

The Faslane Fair in mid-June drew crowds to Helensburgh Pier to enjoy Scotland's annual Navy Day. Traditional stalls, sideshows and arena events were accompanied by a spectacular aerial demonstration by the RAF's Red Arrows.

The Collingwood Field Gun Day proved a success pulling in a crowd of 6,000, with bright sunshine and goodnatured rivalry among the Field Gun crews.

This year's event featured an Army team and crews from Abbeywood and Gibraltar fighting it out for the title - but ultimately the home side claimed victory,

with the Collingwood A Crew winning top prize.

Next on the festival schedule is the Sultan Summer show in Gosport on the weekend of June 28-29. There are thrills and spills promised when the Firebird aircraft display team takes to the skies over Gosport.

The aerobatic display will feature some of the most difficult and breathtaking manoeuvres including the torque roll when the aircraft falls backwards through its smoke trail. From the skies will also be arriving the Royal Navy's Raiders parachute display team.

Down on the ground will be the centre of the action. The main arena will feature everything from horses to two wheels, guns to drums, with action from the jousts of the Devil's Horsemen, the Tigers Motorcycle Display team, a field gun competition and the Royal Marine Band.

Every penny from the show goes directly to local or Naval charities. Last year the money raised totalled over £22,000, which went to various causes including the Gosport War Memorial Hospital, the RSPCA's Ark Sanctuary at Stubbington, Rowan's Hospice and others.

There are open weekends planned at Devonport Naval Base in Plymouth on July 19-20 and September 13-14. Visitors will be able to explore the growing Naval Base Museum, see some of the historic area of the yard, and those early enough to get tickets will be able to visit retired submarine HMS Courageous.

Looking to the future, the Dorset Maritime Festival is being planned for early July 2004, and the next major event planned for Portsmouth will be the massive Nelson bicentenary events for 2005.

■ www.sultansummershow.org

● Lt Steve McLaughlin of HMS Sultan checks out the Firebird display team



● Field gunners in action at the HMS Collingwood Field Gun Day



● Killiecrankie is carried on board HMS Southampton at the International Festival of the Sea in Leith



New machine guns for British troops

BRITISH infantry - including Royal Marines - are to be equipped with a weapon described by Defence Procurement Minister Lord Bach as "one of the most effective light machine guns in the world."

The belt-fed 5.56mm FN Herstal Minimi will be used alongside the battle-proven SA80 A2 automatic rifle in what the minister said will be a dramatic boost to infantry firepower.

The Minimi has already proved itself in the Iraq conflict, as it was rushed into service as an "Urgent Operational Requirement".

This follows an exhaustive series of trials between four rival guns where they were tested in the most challenging conditions, from the

deserts of Arizona and the jungles of Brunei to Arctic Canada.

The Minimi is already in service with American, Canadian and Australian units, and saw action in Iraq with 3 Commando Brigade, 7th Armoured Brigade and 16 Air Assault Brigade.

Weighing only seven kilograms, the one-man portable machine gun can fire 750 rounds a minute.

Lord Bach said: "The SA80 is an extremely accurate weapon against longer-range targets and, in its improved A2 version, has now proved itself in battle in Iraq."

A contract worth about £7.5 million is expected to be placed this summer with the preferred supplier of the Minimi, FN Herstal.

Cumberland plays host

DEVONPORT-BASED frigate HMS Cumberland welcomed on board the Lord Lieutenant of Devon, Eric Dancer, for two days at sea.

During his visit the Lord Lieutenant, in his capacity as an honorary Captain within the Royal Naval Reserve, toured the ship and met members of the ship's company.

He witnessed the ship's participation in the weekly training exercise, the Thursday War, during which ships under training with Flag Officer Sea Training face a number of different operational scenarios off Plymouth.

While on board the Lord Lieutenant presented a Long Service and Good Conduct medal to LCT Phil Dennis.

Capt Mike Mansergh, the Commanding Officer, said: "It has been a great privilege for HMS Cumberland to host the Lord Lieutenant of Devon."

The Type 22's CO added: "We enjoyed having him on board and hope that he left with a very positive impression of the ship, and the men and women who serve in her, and a greater understanding of the role that the Royal Navy plays in defending British interests."

The Royal Navy has welcomed the prospective end to the fire-fighters dispute, heralding a full return to dedicated Naval duties once formalities have been completed.

On a fitting note HMS Cardiff, which has seen almost half of her company drafted away from the ship on Fresco duties, said farewell to her Commanding Officer Capt Tim Fraser with a Fresco flavour.

A Green Goddess, the military fire-engine, bore the former CO away with lights flashing and sirens blaring.

Cdr Mike Beardall has now taken over command of the Type 42 destroyer, recently returned from Armilla patrol in the Gulf.

● Capt Tim Fraser leaves HMS Cardiff in a Green Goddess

Farewell to Fresco



Kent wins warfare trophy

TOP NOTCH accuracy in torpedo attacks on submarines has won HMS Kent the 'Little Admiral' trophy.

Defence firm Kelvin Hughes crowned the Underwater Warfare Department of HMS Kent the 2002 VETAC champions following careful data analysis back at Portsmouth.

The trophy is awarded to the ship that is calculated to have achieved the highest accuracy in ship-controlled, helicopter-delivered torpedo attacks on a submerged submarine.

The Little Admiral was presented to the Commanding Officer Cdr Simon Hardern, Lt Cdr Ross Brodie (PWO(U)) and PO(UW) 'Spider' Webb.

Although everyone in the operations team was pleased to have contributed to the effort, for Spider it was a point of particular pride - this was the second time he has won the trophy in his Naval career.

Cdr Hardern said: "This award is a great compliment to the hard work and professional focus of our Ops Room Team, and in particular the Underwater Warfare Department."

"HMS Kent is proud to become part of the illustrious line of previous recipients, and I am sure the Little Admiral will enjoy his time aboard with us."

HMS Kent has now deployed to the Middle East as part of Operation Oracle.

New website

THE NAVAL Historical Collectors and Research Association (NHCRA) has launched its new website, offering a wide selection of material covering the past two centuries.

The site provides contact details for the association, and features such attractions as a photo gallery of ships and a section on senior Naval officers from the past with brief biographies.

Facilities will be available for the exchange of information with a special area for members only.

■ www.nhcra-online.org

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At Your Service



Calling Old Shipmates

HMS Alacrity 1988-92: 2 Delta Mess: Daisy Adams seeks anyone who knew him, especially PT Polly Pollard, believed still serving, and any ROs. Contact David Adams, 29 Vallentine Crescent, Uddingston, Glasgow G71 6TR, tel: 01698 812731, email: mark.mcdonald@highlands.ac.uk

HMS Antrim 1981-83: Seeking Mickey Whitehead; should have completed his 22 around 2000-1, possibly as CPOMEM(M). If anyone knows of Mick, contact Mark (Monster) MacDonald, College Information Systems, PO Box 1000, Highlands College, St Saviours, Jersey JE4 9QA, email: mark.mcdonald@highlands.ac.uk

Martin Bates (ex-CPO Std) 1966-8 visits the UK from Adelaide August - September and wishes to catch up with old shipmates. Contact Martin at 48 Castle St, Reynella, Adelaide, South Australia 5161, or email: mrbates@picknroll.com.au

HMS Battleaxe 1959: Seeking friends from her time in Malta Base Mediterranean. Contact Maurice Cox, PO Box 175, Mt Nebo, Queensland 4520, Australia, or email: mcoxe@picknroll.com.au

HMS Berwick: Sid Tiffin seeks shipmates from 1943 whilst on Russian Convoy duty. Also HMS Maidstone 1945-6 when they retook Hong Kong. Contact S.F. Tiffin, 2 Falconry Court, 7 Fairfield South, Kingston-Thames KT1 2UR, tel: 020 8549 0326.

HMS Bulwark, Albion and Centaur Association welcomes all previous ships' companies and attached personnel from these three ships. Social events in the Portsmouth area, *FO8 Magazine* is issued three times per year. Associate Membership available. Details from Leigh Easton, Glenmoray, Hayfield Place, Stirling FK9 9JX or email: bulwarks@lineone.net Website: <http://www.bulwarkassoc.plus.com>

HMS Ceres, Wetherby: Jock (Mac) McCaffrey wishes to contact Ken (Darby) Allen, originally from Hull but may be living in Gosport. They served in HMS Ceres in 1955-6 and Ken was last seen in Plymouth, 1957. Contact Jock at Via Monte Cencio 3, Lago, Cosenza, Italy 87035, email: palmac1939@libero.it

Chatham Field Gun Crew, staff and supporters 1953 should contact their ex-No 1 re possible reunion, 50 years on. Contact Ray Suddick, 7 St Johns Court, St Johns Close, Stratford-on-Avon CV37 9AD, tel: 01789 261772 between 8 to 10pm.

HMS Cossack 1938-41: Seeking CPO G. Allpress, OS Armstrong, POT T. Atkins, MID R. Baldry, CERA A. Bennet, SBA Blomfield, Lt Paymaster E. Burdett and CH Stoker C. Ingram, or any others that served on the ship. Contact George Toomey on 01754 872116. Relatives also welcomed.

HMS Cygnet: Robert (Jock) Park seeks Ginger Scott and Topsy Turner, who were all in Cygnet in the West Indies in 1954. Contact Robert at 56 Cortachy Crescent, Kirriemuir, Angus DD8 4TP, tel: 01575 572650, email: duparcg@800dial.com

HMS Eland, Freetown 1944-5: LS BA 'Gerry' Jacques (Dental Branch) would like to hear from anyone who knows him. Contact him at 9 Pacesfield Crescent, Clitheroe BB7 1LH, tel: 01200 426857.

HMS Enchantress 1940s: Seeking anyone who served in the Enchantress, especially LS BA Ernie Shipman, Contact N. Stamp, 258 Milton Rd, Cowplain BD8 8TX.

HMS Fearless 1981-2: Seeking all of JP's Greenies who fancy a get-together. Contact John Price on 01784 433911 or email: JPFEARLESS@whsmithnet.co.uk

HMS Figard, Jan 11 1954, Series 20 Boy Arts: 50th Anniversary Jan 2004. Any recruits interested in a reunion should contact Lester Piggott on 023 9255 3308 or email: GPiggott@aol.com

HMS Ganges, Blake 8, 71 Recruitment: John Mullen and Ken Gratton seek former shipmates including Warner, Douglas, Sinkinson, Newbold, Harfield, Selby, Sharland, Stone, Westaway, Hyslop, Crab, Fenton, Cleasby, Burton, Long, Durrant, McIntosh, Latham and Gambol. Instructors were PO Clutton and PO Smith. The DO was Lt Caldicott. Contact John Mullen at 35342 Sandyhill Road, Abbotsford, British Columbia, Canada, V3G 1J2 or email: jimull@shaw.ca

HMS Grenville: Shipmates interested in a get-together or joining the association contact Mick Martin on 023 9225 6268.

HMS Hermes 1962-65: Looking for 'Pincher' Martin, aged about 55, who served with John Field as Junior Seamen, Ordinary and then ABs. He was a TAS rating. Contact John at 'Wolery', 22 Blackdown Crescent, Havant PO9 5AZ, tel: 023 9249 2687.

RNAH 'Idsworth House', Hordean: Monica Grover (nee Best) was a Wren there and also at Fraser Battery, Eastney, and seeks anyone who remembers her. Contact her at 12 Fieldway, Grays, Essex RM16 2AT.

WTR Jon Lacey 1990-8 has lost contact with most of his ex-shipmates and wants to regain contact, in particular with SAs Paul Couch, Sean Mackenzie and (Artie) Fraser-Shaw or anyone else who was in Lusty or Cumberland. Contact Jon at 90 Whittemore Rd, Shrewsbury SY1 3DQ, tel: 07792 010137, email: jon@lace3467.freemove.co.uk

Donald Lewcock, born May 1923, Hampton Hill, Middlesex, served in RM and became colour sergeant. Ex-RN Armaments Artificer, S. Hay of 'Pippins', Addis Lane, Cuthill Green, Droithwaite, W9 0NB, tel: 01299 851587, wants to hear from him.

HMS Loch Fada Assn 1944-67: If you served in her, contact Bob Harris, 023 8039 1848, email: bobbharris390@tiscali.co.uk Over 300 have so far.

HMS Lord Austin, Anti-submarine Trawler 1941-5: Seeking shipmates of Robert 'Bob' Reah Whyte, who served in the Lord Austin until transferring to HMS Goodall in 1945 before getting killed in April 1945. Anyone with info on him or the ship contact Robert Austin, 25 The Green, Hurworth-on-Tees, Darlington DL2 2AA, tel: 01325 721296, email: robert.wilson2@virgin.net

HMS Mercury: Debbie Joy (nee Elliott) seeks other wardrobe staff from Mercury between 1977-9, especially Ann Tabb, Ann Williams, Diane Lovelock and Sue Carter. Contact Debbie on 01243 553328 or email: Lovelyballet@aol.com

HM MTB 781, a 'D' boat: Charlie Mercer was the twin-Oerlikon gunner on board and seeks shipmates who served in her. Contact Charlie at 35 Leasway, Grays, Essex RM16 2HH, tel: 01375 400301.

HMS Newcastle 1980-1: Terry Carlton (formerly Radford) seeks Joe Riley, Tommy Handley, Knockner White, Dennis Spicer, Nobb Hall, J.A. Brookes (Elkie), Bob Chapman, Paul (Flapper) Harmer and anyone else with a view to a reunion. Contact Terry at 162 Victoria Rd, Saltney, Cheshire CH4 8SZ, email: terry3@hotmail.com

HMS Nuthatch 1951-3: Cliff Wardell was at Nuthatch with Bill Maddocks, for whom Cliff was best man at his wedding. Cliff wants to hear from Bill or anyone else who remembers Cliff, at 91 Dayton Road, Kingston-upon-Hull HU5 5TE, tel: 01482 509222, email: cliffatkuh@cliffatkuh.karoo.co.uk

HMS Palomares, AMC 1942: Seeking info about Londoner Jim Sheene, best man at shipmate Dennis Rigley's marriage to Amy in Belfast in 1942, and/or Billy Lupton, 'Biffers' Cook who served with Dennis, or any other shipmates who remember him. Contact his brother Ron on 01235 524055 or email: ronrigley@supanet.com

HMS Pheasant Association: Still seeking shipmates from 1943-47; 30 in touch. Monthly newsletter printed by John Gillis, always news of our days aboard Pheasant. Contact John at 194 Canterbury Rd, Herne Bay CT6 5UB, tel: 01227 361733.

HMS Prowess 1945: Seeking info about AS Donald Macleod who served in Prowess and was mentioned in despatches. Any info, memories and photos to Frank Anderson, 68 Colston Ave, Carshalton SM5 2NU, tel: 020 8669 1196, email: frank.anderson@tesco.net

HMS Raleigh 1942-6: Joan Beckett (nee Marshall) seeks friends from her days at Raleigh, especially Thelma Stokes, Emmy Casey, Mavis Saunders and Peggy Coverley. Contact Joan at 108 Craigie Drive, Craigie, Western Australia 6025, or email: jpb@webcable.com.au

HMS Raleigh, basic training July 1973:

Phil Taylor seeks anyone who joined the Navy on July 10, 1973, especially best mate Colin Stapleton who he never heard of again after basic training. If you recall Phil or know where Colin is contact Phil at 23 Church Lane, Stallingborough, Grimsby DN41 8AA, tel: 01472 885245.

Roger Critchley: Roger Dann seeks Roger Critchley, with whom he joined up in 1964 at HMS Raleigh. They were at HMS Sultan on MQC 128 in 1972-3. Contact Roger (Desperate) Dann, 79 South St, Whitstable CT5 3EJ, tel: 01227 272669 or email: rogerdann1948@aol.com

Americans in the RNVR 1939-45: In researching into the Americans who volunteered for the RNVR, R.E. White wants to hear from you if you served in HM Ships Burnham, Broadwater, Nasturtium, Tyler, Byard, Sennen, Braithwaite, Richmond and LSTs 198 and 301. Contact him by The Eridge, 53 Coleridge Crescent, Goring-by-Sea BN12 6LU, tel: 01903 501634 or email: chalkywhite@britishlibrary.net

Russian Convoy Club: Any member in the Bristol, Somerset and Wiltshire areas not attached to a branch are invited to ring P.D. Baker on 01278 741647, evenings.

Glynn (Sam) Seagrave, last known of in Milton Keynes or Sheffield. Served in the 1970s with George (Mac) Mackay. George's wife, Sharon wants to invite Glynn to George's 50th birthday. Contact Sharon, 07866 859018, email: smackay@pcfe.ac.uk

Billy (Smudge or One Lung) Smith wants to hear from anyone who served with him in Crispin 1949-50, Daedalus 1951-52, Ceylon 1952-55, Newfoundland 1956-58, St Brides Bay 1959-60, L's Sails course 1961, Cockrane 1961-62, RMB Chatham 1963-64, Bulwark 1964-66, Ganges 1965-66 and Terror 1967-68. Contact Billy at 42 Russell Square, Arbroath DD11 3DH, tel: 01241 430563, email: Billy07750360978@aol.com

HMS Tracker 1942-45: Stewart John (Jack) Till seeks old shipmates. Contact his daughter Julie Wheatley, 43 Caroline Close, Alveston, Derby DE24 0QX, tel: (mob): 07989 170765.

HMS Unicorn 1942-46: K.E. (Shiner) Wright seeks shipmates from his time in the RN: Tommy Boufflower (Salford), James Jamieson (Ayr) and Taffy Williams (Aberdare). Contact Shiner at 8 Hebrides Close, Maybury Rd, Hull HU9 3LF, tel: 01482 786907.

HMS Victorious: Steve Calvert seeks Mick (Stodds) Stoddard - both were in Victorious from build. If anyone knows Mick's whereabouts contact Steve c/o 67 Front Rd, Sunderland SR4 0DB, tel: 07786 742994 or email: stephen.calvert7@ntlworld.com

HMS Vidette: Seeking survivors and relatives of crewmen of this V&W destroyer - there is an active association to join. Anyone who knows the whereabouts of Dick Wade or Big Mick Haggerty should contact Ed (Lofty) Whittaker, 67 Spring Cross, New Ash Green, Kent DA3 8QQ, tel: 01474 874045, email: Joe.Whittaker@simongrp.co.uk

HMS Wakeful 1956-59: John Reilly, ship's diver, would like to hear from old shipmates and learn more of the ships in which he served, including HMS Whirlwind and Wizard. Contact John at 74 Drayton Rd, Kingsheath, Birmingham B14 7LR, tel: 0121 444 0217 or email: reilly-john@lineone.net

MAA (formerly RPO) Tom Wilkinson, ran the football team at Whale Island in 1962-63: Andy (Jock) Knox would like to get in touch, or with other members of the team. Andy also seeks a report about the zone final published in the Portsmouth Evening News. Contact Andy at 48 Kingsland Ave, Selkirk, TD7 4AT, email: andy.knox2@ukonline.co.uk

Reunions

August

Submariners Association (NI Branch): Magennis Memorial Dinner on August 2. £20 per person for four-course meal and wine. Discounted accommodation arranged at the Ramada Hotel. Contact Dougie Erskine, 26 Sandhill Park, Belfast BT5 6DR, tel: 028 9065 7591 or email: j.d.erskine@lineone.net

TS Vindictrix reunion on August 9-10 at the Dockers Club, Sharpness, Gloucester. A memorial statue will be unveiled and dedicated to all Vindi Boys on the 9th. Details: Roy (01329 280982) or Gordon (01454 880010).

September

HMS Whimble U29 Association with all ships of the **British Pacific & East Indies Fleet** reunion September 5-8 at Mill Rythe Holiday Village, Hayling Island. Contact organisers IOW Tours, 01983 405116.

HMS Gambia Association reunion and AGM at the RNA Club, Leamington Spa, September 5-7. All former crew members welcome. Details from Les Newman, 3 Coppice Road, Whitnash, Leamington Spa CV31 2JE, tel: 01926 831599.

HMS Vesper Association reunion at Skipton, September 12-14. Details: Mrs Shirley Haigh on 01535 636343 or N.J. Sussex on 01733 243944.

RNSET Staff 1971-2003: Calling all those who have served on the staff of RN School of Educational and Training Technology - a reunion to mark the migration to the Defence Centre of Training Support will take place w/c September 15. Contact Lt Sian Bailey on 023 9272 7940 or email: mtn78@rnset.demon.co.uk

17th Destroyer Flotilla Association AGM and reunion dinner dance, Home Club, Portsmouth on September 17. Details: Mrs Mary Smith, 5 Ockmont Court, Okehampton EX20 1SR, tel: 01837 54758.

HMS Protector Association reunion, Home Club, September 20. For details, contact Bill Bartlett on 01202 480767, or email: bill@bartlett73.freemove.co.uk or see website <http://www.hmsprotector.com>

Naval Intelligence Division (NID) reunion in London, September 25. If you served in Naval Intelligence and would like to attend, contact The Secretary, NID Reunion, Room 156, Old War Office Building, Whitehall, London SW1A 2EU, including details of your time in the division.

Suez Canal Zoners Association: RN, RM, Army, RAF and Merchant Navy. First annual reunion, September 26-28 at Blackpool. Contact Bernie Corrie on 01483 575081 or email: jcorrie@compuserve.com

6th Destroyer Flotilla (1944-46) reunion at the Trecarre Hotel, Babbacombe, Torquay, September 27-30. Contact E.A. Warren on 01534 724255

October

HMS Superb (Cruiser) Association reunion at the King Charles Hotel, Gillingham, Kent, October 3-5. Contact Fred Kinsey, 94 Queens Close, Harston, Cambridge CB2 5QN, tel: 01223 871505.

Fleet Air Arm Association reunion at Hotel St Nicholas, Scarborough, October 3-6. Contact Barry Simons on 01825 872539 or email: basimo@tesco.net

HMS St Vincent Association AGM at St Vincent's College, Gosport Road, Gosport, October 4, with reunion dinner at Thorngate Halls in the evening. Contact Mr Malcolm Smith on 023 9258 4498.

Royal Marine Band Service reunion for all serving and past members at HMS Nelson, Portsmouth, October 4-5. Details from Barry Radford on 07976 800827 or email: barry.radford@ntlworld.com

At your Service entries

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least three months (preferably four) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

HMS Liverpool 1982-85 reunion on October 4 at the HMS Liverpool pub, St James St, Liverpool, at 2000. Further details from Sean Say on 01329 665298.

The River Plate Veterans and Families Association reunion at Royal Fleet Club, Devonport, October 9-13. Details from J Smith, Lyntonale, Kilton Lane, Stainton, Doncaster DN7 5BP, tel: 01302 841806 or email: family@lyntonale.fsnet.co.uk

HMS Victorious Association 1956 - 68 reunion at the Britannia Hotel, Fairfax St, Coventry CV1 5RP, October 10-12. AGM, gala dinner and full programme arranged. Contact Doug Mitchell, 162 Lower Fairmead Rd, Yeovil BA21 5ST, tel: 01935 477462.

HMS Llandaff reunion in Cardiff, October 11. Contact Slinger Wood on 020 8581 5693 or email: kevin.wood@blueyonder.co.uk

Royal Oak Survivors Association memorial service, RN Memorial, Southsea

Common, October 11 at 1100. Rev Ron Paterson will conduct the service. Details from Kenneth H. Toop, 5 Downland Rd, Basingstoke RG21 8TU.

HMS Trafalgar Association reunion, October 17-19 in Portsmouth. Ship's companies of all commissions and anyone associated with the ship is welcome, along with guests. Details: Taff Pugh, 13 Florid Pedrog, Wrexham LL12 7PL, tel: 01978 262956 or mobile: 07971 812820.

HMS Indomitable Association reunion, Imperial Hotel, Eastbourne, October 17-20. Details from Neville Slattery, 6 Dorclay Ave, Urmston M41 9BF, tel: 0161 748 3056.

HMS Illustrious Association reunion and AGM at the Grand Burstin Hotel, Folkestone, October 17-20. Booking to be made through the Secretary to secure a group booking. Contact Colin Pickford on 01298 814472.

Over to You

Seaman's blue cap: Amateur historian seeks seaman's blue cap for family research project. Age and condition not important. WWI ideal. Cap tally not required. Fair price. Contact Peter Down on 0161 338 4264 or email: AVOCAQA@aol.com

Commissioning Books: R.D. Burley seeks copies of the commissioning books for HMS Albion ending Nov/Dec 1960 (4th Commission, last as fixed-wing carrier), HMS Eagle 5th Commission, Capt John Roxburgh, HMS Superb - Sept 1940 to Jan 1949 and HMS Swiftsure - Jan to Aug 1951. Contact R.D. Burley, 4 Ludlow Place, Grays, Essex RM17 5AS, tel: 01375 401263.

HMS Finesse: Seeking the Log Book entry for November 30, 1942. If anyone can help with the whereabouts of this entry, could they contact Mr F.N. Jenkins, 'Finesse' 40 Heol Carnau, Caerau, Ely, Cardiff CF5 5NE, tel: 029 2031 2364.

Thames magnetic coil: Colin Taylor remembers reading about a converted

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Work starts at new yard

THE country's newest shipyard has started production in Portsmouth Naval Base.

VT Group's new facility has started to build a 90-metre steel barge which will be used to transport sections of the Type 45 destroyer from the South Coast to BAE Systems' Scottish yards for final assembly.

A £50 million project will see VT Shipbuilding's facilities at the cramped Woolston site in Southampton moved to Portsmouth to fulfil the Type 45 contract, for which it will build the forward section, funnel and masts for the six D-class destroyers ordered so far.

Two new large assembly halls now tower over the old Dry Dock 13, now filled in, with the Ship Assembly Hall standing 42 metres high and 130 metres long.

The Unit Construction Hall is ten metres lower than the Ship Assembly Hall, and has 120 tonne crane capacity, compared to 400 tonnes in the bigger building.

More than 400 people have already switched from Woolston to the 33-acre Portsmouth site, with the final figure being around 1,000 workers.

As part of the project, the former Fleet Support Ltd (FSL) Combined Workshop has



been transformed into the 10,000 square metre Steel Production Hall, with a production line which will cut 13m x 3m steel plates and 13m iron bars, mainly using highly-automated and computer-controlled processes - though a steel plate rolling machine more than 100 years old has still earned its place on the production line, alongside the plasma cutters and robotic welders.

Woolston should be empty by next spring, allowing all VT's production to be carried out on level surfaces instead of the traditional angled slipways, and the company estimates that productivity could be increased by as much as 20 per cent at Portsmouth.

Units for the Type 45, including panels, bulkheads and decks, will be assembled in the smaller shed at Portsmouth, then moved next door for final assembly.

In the case of future Royal Navy and overseas

orders, such as offshore patrol vessels and corvettes, entire ships can also be assembled here under cover.

Work on the Type 45s and these smaller vessels can therefore be carried out side by side in adjacent sheds.

A second phase of the development would allow the Ship Assembly Hall to be extended by a further 70 metres, while a third phase could be implemented if VT get a share of building the Navy's two new aircraft carriers, which will involve filling in Dry Dock 12 and building a third shipbuilding bay 190 metres in length.

Other aspects of the site help make it one of the most advanced naval shipbuilding yards in the world.

Workshops are linked by fibre optic cable to VT's Computer Aided Design areas, allowing data to be sent electronically throughout the site, and much of the equipment in the Steel Production Hall is either new or has been refurbished since being moved from Woolston.

Production work on the actual Type 45 destroyers themselves is due to start later this year.

VT's small boat division, Halmatic, is also based on Portsmouth Harbour, at Portchester..



Drafty

It's business as usual for Corps

WITH the warfighting phase of Operation Telic over and the Brigade now re-deployed back to the UK, you would expect things to be somewhat more quiet, writes Lt Col A.C.P. Ross RM, Corps Drafting Officer.

Operationally that may be so, but the ongoing task of drafting, promoting and advising ranks in order that we get the right people in the right place at the right time continues regardless.

Shown here in this issue are some short snippets which will keep you up-to-date with some of the more important manning aspects as they affect the Corps.

NMA(WI) Visits and Roadshows

Following successful visits to deployed units on Operations Jacana (Afghanistan) and Telic (Iraq), NMA(WI) will, wherever possible, visit operational and exercise deployments in order to conduct presentations and career interviews.

Future NMA(WI) 'roadshows' will target command elements and company/squadron-sized groups rather than entire units as has occurred previously.

Merit-Based Promotion (MBP)

MBP has now bedded-in suc-

cessfully following the Promotion Selection Boards (PSBs) held last November.

You should be aware that the Boards are comprised of officers and WOs from across the Corps and not just from NMA(WI): this means that they are entirely unbiased and objective.

Reporting Officers should pay particular attention to the accurate completion of RORRS: their correct and not over-inflated completion is more critical today than it has ever been.

Command Course Grades

With effect from the start of this Training Year (April 1), the grades at command courses have been revised such that A, B and C are all passes; C1 and C2 are deferred passes (C1 denotes that the rank must correct his faults within his unit, C2 denotes that he must return to CTCRM and retake a module as directed by OC Command Wing); D remains a fail.

2OE

This year's 2OE Board sat in February and over 90 2OEs and Extensions were awarded.

Units, but particularly Reporting Officers, should remember that the RORRS is the means whereby a rank both volunteers and is recommended for a 2OE.

The RM RDCAs

There are now three RDCAs established in the three geographical TOPMAST regions. They are:

RDCA1 (NMA(WI)): WO1 Tim Salmon RM, 93832 7532
RDCA2 (CTCRM): WO2 Brent Hushon RM, 93785 4222
RDCA3 (Faslane): WO2 Russ Freeth, 93255 6133

RDCA2 is also the Specialisation Advisor for all General Duties (GD) ranks.

Corporal Promotions

The Corps is currently underborne by approximately 200 Corporals.

This is partly due to low recruiting in the mid-1990s which reduced the pool of potential candidates and partly because the requirement for RM Corporals has increased.

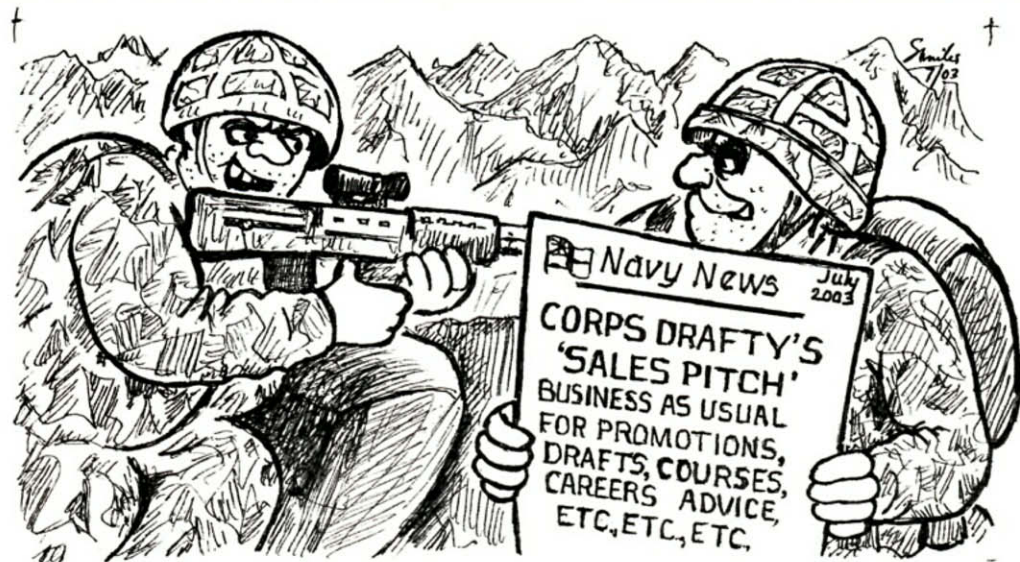
To tackle this issue the JCC training capacity at CTCRM has been increased by 40 to 280 / year and JCC now has the highest training priority in the RM.

The current JCC – the largest ever – started with 66 LCpls.

If you think you have what it takes to be a JNCO, now is the best opportunity you will ever have – do not miss it.

Acting Corporal Initiative

Starting with JCC 1/03 (Apr – Jun 03), ranks passing JCC will be promoted Acting Corporal on the last day of the course.



'Does he flog life insurance, I wonder?'

Ranks awarded a distinguished pass will have their acting promotion date back-dated to the start of the course.

Automatic Candidature

With effect from April 1, 2003, all NAMET-qualified (ie 5:5 or higher) ranks who have served for a year or more automatically become a candidate for promotion – unless they specifically opt out using a C233 or C233a form.

King's Badgemen are awarded immediate candidature on passing-out and section diamonds are awarded candidature six months post pass-out.

The RM Skill At Arms (RMSAA) Course

This seven-week course at CTCRM is a section commanders' course – it is not simply an instructors' course preparing ranks for employment in CTW.

Ranks successfully completing this course, whatever their SQ,

become significantly more employable both within Brigade Units and at CTCRM with the critically vital job of instructing tomorrow's marines.

The Platoon Weapons (PW) Specialisation

Following a review by the Naval Manning Association, the PW2 qualification has been re-established.

Ranks wishing to specialise PW complete the RMSAA course described above and, in addition, complete the four-week Company Weapons Package (CWP). They are then qualified PW2.

Promotion in the General Duties 'Specialisation'

The requirement for GD ranks beyond the rank of LCpl is relatively small and promotion is therefore slowed down commensurately.

From April 1, 2003, all GD ranks must successfully complete the RMSAA course (and the JCC)

before they can be promoted substantively unless they are joining a 2s level entry specialisation (DL, ML, PTI, PW or RMCT).

The message is clear: the Corps needs specialists, and just because you are not GD does not mean that your days of soldiering have come to an end. Specialise now and give yourself the best chance of a fulfilling career and realistic promotion prospects.

Points of Contact

If you would like further details on these or any other issues, please contact us at NMA(WI) and we will assist where we can. Here are some useful contact numbers (all have the military code 93832):

Corps Drafting Officer: Ext 7514
SO2 (Drafting): Ext 7517
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Packed day at Culdrose

AN INTERNATIONAL line-up is promised for the RNAS Culdrose Air Day on July 16.

Aircraft from around Europe will converge on the air base near Helston, in Cornwall, including the Polish Military Display Team, the Bialo-Czerwone Iskry – Polish for Red and White Sparks – who will be making a welcome return to the show.

The RAF's own display team, the Red Arrows, are also scheduled to appear.

Other aircraft expected include a Tornado of the German Navy, Royal Netherlands Air Force helicopters, a Polish AN 26 and a Belgian Navy Alouette.

Home-based aircraft will include Harriers, an RAF Jaguar, the Black Seahawks, Merlin, Sea King and Lynx helicopters.

The main flying display, which lasts more than three hours – and is likely to feature a Swordfish and Firefly of the RN Historic Flight and the Lancaster, Spitfire and Hurricane of the Battle of Britain Memorial Flight – starts at 1.30pm, but there will be non-stop activity from the moment the gates open at 9.30am.

On the ground, apart from static aircraft, there will be stalls and pavilions selling Cornish products, sideshows, fairground rides, car shows and helicopter and balloon trips.

Advance tickets cost £8 adults, £4 children (5-15 years), or £10 and £5 on the day.

■ www.airday.co.uk

Busy month for York

AFTER weeks of acting as escort to Coalition carriers in the Gulf, HMS York is pursuing her own programme again.

The Type 42 destroyer was welcomed back to Portsmouth by more than 1,000 relatives and friends, having provided air defence for American and British ships.

Her relatively shallow draught proved useful to the Americans, and beside acting as 'shotgun' for the carrier USS Abraham Lincoln, York also remained under US Navy command as the early shots of the war against Saddam were fired – she was so close to the Iraqi coast that her Warfare Team in the Ops Room tracked Iraqi Scuds fired into Kuwait and Coalition Tomahawks fired into Iraq.

Her visit to Salalah in Oman after her release was the first land-fall in 92 days.

July is a busy month for the warship, with a Fathers and Sons at Sea session, a Families Day and visits scheduled to York and Bremerhaven.

After summer leave she has a period of maintenance, then in late autumn is due to head to the Black Sea.

■ For details of York in the Gulf, see *Navy News Online*

No rest for Northumberland

HMS NORTHUMBERLAND has been playing her part in helping Italian naval chiefs gain experience as NATO maritime commanders.

The Type 23 frigate, part of NATO Standing Naval Force Mediterranean (SNFM) until next month, was involved in Exercise Mare Aperto, between Sardinia and Italy, which employed five SNFM ships and a further 21 vessels from Greece, Turkey, Italy, Germany, France, Portugal and Spain.

The exercise ran the gamut of maritime scenarios, from naval gunfire support and amphibious landings to ship boardings and overnight war simulations.

The British frigate's Commanding Officer, Cdr Alex Burton, said the exercise was valuable experience: "Since we sailed in January, Northumberland has faced many challenges, but this



● HMS Iron Duke's Pacific sea boats off Sierra Leone, as seen from the ship's Lynx

Double for the Duke

HMS IRON DUKE has helped stem the flow of drugs through the Caribbean with two timely interventions.

The Type 23 frigate, on a seven-month Atlantic Patrol Tasking (North) deployment, had carried out exercises, ceremonial duties on both sides of the ocean, in the Caribbean and Sierra Leone.

And it was on her return to the Caribbean, on counter-drugs operations, that Iron Duke was called on to tracks

boats twice in three days.

In the first incident, a go-fast boat, suspected of smuggling drugs, realised that it was being targeted by two locally-based surveillance planes, Iron Duke and her Lynx, and the crew were seen jettisoning cargo as they fled.

Three days later, an aircraft spotted a go-fast, and Iron Duke gave chase.

This time the boat was beached, and law enforcement officers picked up the

crew and 200kg of cocaine.

The frigate continues her drug-busting patrols, and is on stand-by in case of the need for humanitarian aid during the early part of the hurricane season.

The warship is due back in the UK at the end of next month, having, in the words of her Commanding Officer, Cdr Phil Warwick, demonstrated "the flexibility and professionalism of the ship's company."

UK hands command of force to Danes

THE UK has handed over command of a NATO mine counter-measures (MCM) force at a ceremony in Denmark.

MCMFORNORTH celebrated its 27th change of command as Cdr Adrian Cassar RN passed the baton to Cdr s.g. Flagstad, Royal Danish Navy, at Frederikshavn.

Cdr Cassar thus completed a 12-month assignment as Commander MCMFORNORTH, during which time two Polish ships, ORP Mewa and ORP Czajka, were integrated into the Force. Cdr Cassar will now 'rejoin' the Royal Navy.

NATO navies operating under the NAVNORTH command – Belgium, Denmark, Germany, the Netherlands, Norway, Poland and the UK – provide a permanent contribution to the Force, while command is rotated annually between the participants.

The host nation designates a vessel to assume command as the flagship, and in the case of the UK this was patrol ship HMS Dumbarton Castle.

She is now relieved of the task by Danish ship HDMS Lossen, and Sandown-class minehunter HMS Inverness is the UK's contribution for the rest of the year.

Other ships currently in the Force include BNS Astor (Belgium), HNLMS Middleburg (Netherlands), HNOMS Oksøy (Norway) and FGS Badvansen



● Cdr Adrian Cassar makes his farewell speech

(Germany).

Among the VIPs attending were Admiral Sir Jonathon Band, Commander-in-Chief Fleet.

Senior military officers from all over Europe flew to Naples in Italy to celebrate the 50th anniversary of STRIKFORSOUTH, a versatile and deployable maritime headquarters which can be assigned the land, sea or air forces to provide NATO with a range of power-projection and amphibious operations capabilities under one command.

Although the US Sixth Fleet provides much of the muscle, seven other countries, including the UK, support the HQ, which was involved in the Bosnia (1995) and Kosovo (1999) campaigns.

Rear Admiral Paul Boissier, formerly Naval Base Commander Portsmouth, is the current Deputy Commander of STRIKFORSOUTH, based at Naples.

Grandstand view

THE COASTAL Command and Maritime Air Association (CCMAA) is offering members and associations the chance to enjoy the Royal International Air Tattoo (RIAT) from the comfort of a private enclosure.

Tickets are limited to 250, and apart from seating, a bar, toilets and refreshment area away from the crowds, the enclosure, adjacent to the air-crews' enclosure, offers a fine view of the RIAT flying display.

One theme of the show, which also features static dis-

plays, is Ocean Watch 2003, making the Association's presence particularly apt, and it is keen that RN people with Coastal Command connections should be aware of the facility.

The show is at RAF Fairford in Gloucestershire from Friday July 18 to Sunday July 20. Tickets, including entrance to the enclosure, cost £37 on Friday, £35 on Saturday and Sunday. The charge for accompanied children is £7.50.

■ www.ccmaa.org.uk



● NATO Secretary-General Lord Robertson with ships of NATO's SNFM

Defence Secretary Lord Robertson.

There were plenty of attacks to repel once again, including fast patrol boats and submarines, and it provided little respite for the ship's company before the next challenge – Exercise Neo Tapon, a Spanish-led series just west of Gibraltar.



● HMS Inverness with another MCMFORNORTH ship, HNOMS Oksøy, off the Danish coast

Picture: PO(PHOT) Bernie Pettersen

Gannet receives PR prize

NAVY rescue team SAR (Search and Rescue) Gannet has been presented with the Desmond Wettern Fleet Award for 2002 for their public relations efforts.

CINCFLEET Admiral Sir Jonathon Band flew to the Prestwick air base to hand over the prize, awarded to the unit which does most to project a positive image of the Service.

The award is named after the distinguished *Daily Telegraph* Naval correspondent, and his widow Gilly joined Admiral Band at the ceremony.

Gannet has close links with regional media, providing regular updates for papers and transmitting images of rescue missions straight back to studios, and has been involved in several major documentaries and dramas.

The unit – formerly the SAR cell of HMS Gannet – has been led for the past two years by Lt Cdr Andy Watts, and features two Sea Kings which are on call round the clock to cover the north of Britain.

Fleet bosses have welcomed the rise in numbers of entries, and the variety of units involved. A DCI will be issued later this year seeking nominations for 2003. Further details from Andy Withers at Fleet Corporate Communications on 93832 7220.

New patrol ship joins the Fleet

THE second of three new River-class offshore patrol vessels (OPVs) HMS Severn has been handed over to the Royal Navy by VT Shipbuilding at Portsmouth.

The three ships are being chartered to the Navy by VT in an innovative arrangement, and will be involved in fishery protection patrols enforcing UK and EU legislation.

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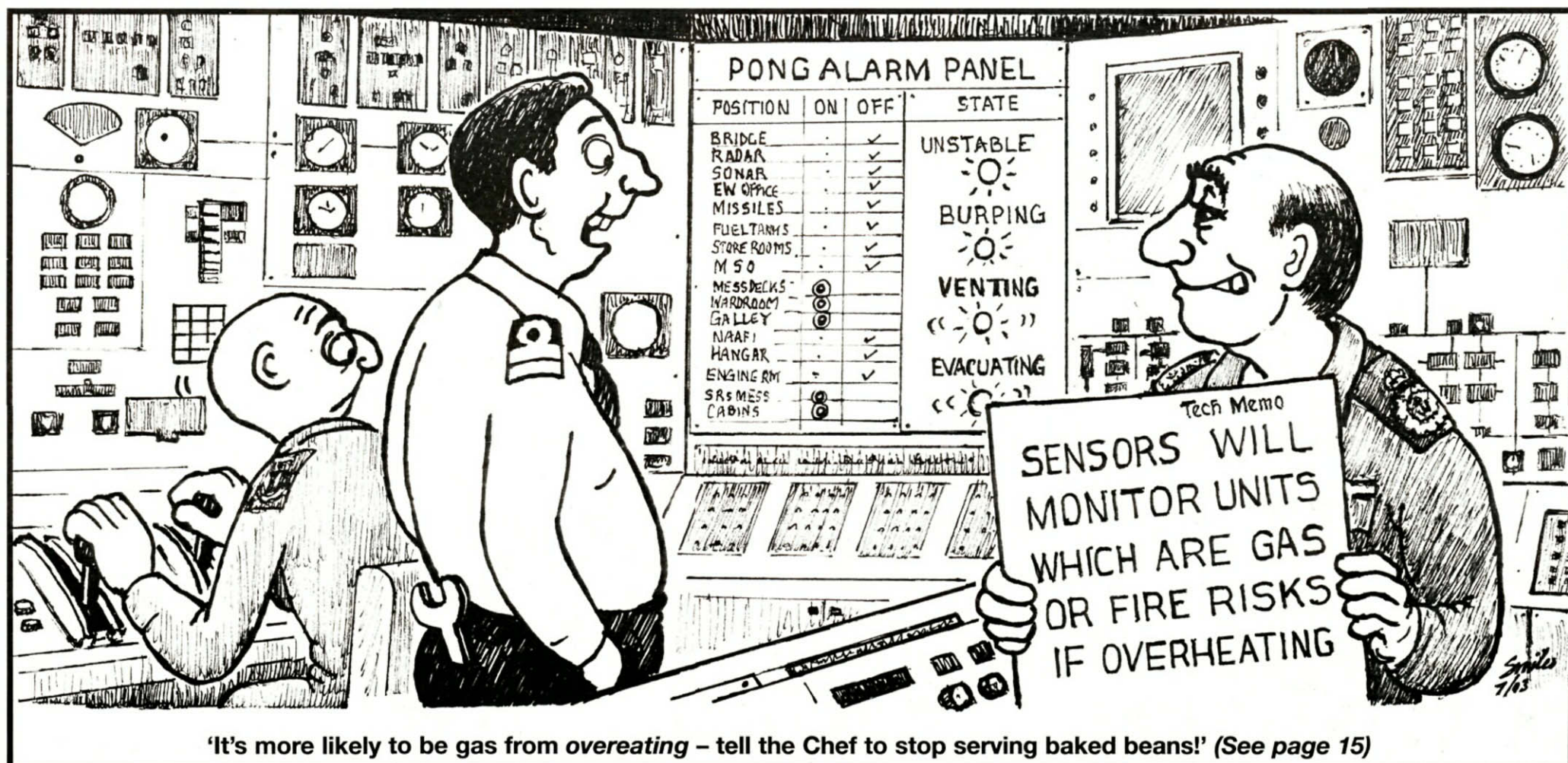
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NEWSVIEW

Definitely *not* the full picture

THE COMPLETE story of the campaign is what the *Daily Telegraph War on Saddam* book (Robinson £12.99) calls itself. Well, it isn't, of course. Today's super-fast communications tend to cloud rather than clarify the picture, creating a whole heap of myths that will take years to break down – so this is just another example of what you might call 'the book of the film' appearing even before the film itself has.

In his section on 'The Media War – How the TV and Press Performed', Kim Fletcher concludes that, in terms of providing an accurate, overall picture of what was going on at any time, they *did* bring home a full picture of the conflict.

But earlier he noted: "The coverage required correspondents to speak in generalisations from hotel rooftops, sometimes about matters of which they had no direct experience." And that: "Though they took care to stress that some of the news they reported was rumour rather than proven fact, they did not hesitate to pass it on."

So there you are. "This was supposed to be a television war," Fletcher says, "but many believed that it was only in newspapers that they could find the analysis that made sense of the cascade of images they had seen on screen."

Well, he would say that, wouldn't he? But it is a fair point that newspapers obviously have the space to present a more detailed, if not necessarily more accurate, overview of events than do the TV stations, for whom image is all.

Having said that, though, the *DT's War on Saddam*, while devoting, at a close estimate, 75 per cent of its 193 page 'complete story' to '200 photographs selected from countless thousands taken by photographers from across the world' somehow managed not to include one of an RN warship. Not a single one.

Come to that, there is only *one* photo of any warship of the 109 Coalition units listed as taking part (22 of them were ours and don't let's forget the Aussies, seemingly always ready to do their bit these days). For the record, it was a hazy shot of a Tomahawk missile launched from the USS Bunker Hill, a cruiser named for the 1775 battle in which a spirited defence of a strategic hill under British attack raised support for the American Revolutionary cause.

So we append just one the *DT* missed – of HMAS Anzac firing, we are told, the RAN's first shots in anger since the Vietnam War. Good photo, isn't it? One for the history books, too, rather than for the story books.



Kent leaves to fight Al Qaeda

HMS KENT left Portsmouth for the Middle East on June 5 to fly the UK flag in the war against international terrorism. She will be away until December.

The Type 23 frigate, which provided cover during the Fire Brigade Union strikes earlier this year, joins 12 other nations in the Indian Ocean to detect and deter the movement of Al Qaeda terrorist material.

The multi-national force was set up in the region after the September 11 attacks on the United States.

On her way to relieve HMS Chatham, the Kent was to take part in a joint exercise with the Spanish Navy.



Three-in-row wins for Navy News



FOR the third time since it was introduced in 2000, the Navy News Online website has won an Award of Excellence in the Communications in Business competition – the biggest of its kind in Europe.

Said the judges: "Navy News Online continues to set the standard for online publications."

"Its crisp design and tight, busy layout contribute a lot to the feel of a real-life newspaper. Writing was very good with tight editing."

Also for the third year running there was another Award of Excellence for artist Mike Badrocke's popular series of cutaways, this time for 'Inside HMS Fearless'.

Since 1973 when it first entered the CiB competition, Navy News has won 106 awards without missing a single year – a unique achievement, we are told.

● **SETTING STANDARDS:** With their awards at the CiB competition at Harrogate are the Navy News team (left to right) Peter Harrison, Gemma Woodin, Sheila Thompson and Mike Gray

ROYAL MARINES MUSICIANS MARK ANNIVERSARIES IN RUSSIA AND CYPRUS

Peter's city welcomes our band

HELPING to mark the 300th anniversary of the founding of St Petersburg was the Royal Marine Band from Portsmouth, who received a rapturous welcome from the citizens of Russia's beautiful northern city.

St Petersburg was founded by Tsar Peter the Great, who learned his shipbuilding skills at Chatham during a long visit to England – so it was fitting that the UK should be represented by the Royal Navy.

Invited by Capt Second Rank Alexei Karabanov, Director of the Admiralty Band, the RM Band performed at a number of high profile events.

A concert in the courtyard of Peter and Paul's Fortress drew an enthusiastic crowd and the Band treated them to performances of works by Borodin and Tchaikovsky as well as tunes with a British flavour. The great warmth and friendship

towards the Band and the UK came across loud and clear – especially from one lady who told Director of Music Major Phil Watson that she had seen all performances by Royal Marine Bands in St Petersburg since the Queen's State Visit in 1994.

Next official event was a Tattoo in the Ubelini Sports Arena, featuring displays by ten bands and a massed bands finale.

The RM Band performed a crisp and extremely well-received display that contrasted well with the 'show band' approach of many of the other bands. This event was shown live on TV across Russia.

Another highlight was a

march down the famous Nevsky Prospect, the city's main street. Thousands of cheering spectators lined the streets to cheer the Band on – and when they discovered it came from the UK an even bigger cheer went up.

The atmosphere was electric and the Band spent a great deal of time having their photographs taken with the public before they could depart at the end of the march. From here they went back to Peter and Paul's Fortress for the main

anniversary tribute on the banks of the River Neva. Over 1,000 musicians took part with a choir of 800 in a musical extravaganza and fireworks display before Prime Minister Tony Blair and 44 Heads of State, including Presidents Putin and George Bush.

On the way home, the Band stopped off at Moscow to give a Ceremonial Marching Display and Beat Retreat for a select audience including Admiral Pepelyaev of the Main Naval Staff.



● **WARM WELCOME:** The Royal Marines Band perform at St Petersburg's Ubelini Sports Arena and (inset) pose for endless photographs with members of an enthusiastic public

Heather has Cyprus salute RN Reserves

THE CEREMONIES may not have been on the same scale as those in London, but the centenary of the Royal Naval Reserve was celebrated in style in Cyprus.

While thousands took part in the parade and presentation of the Sovereign's Colour at Horse Guards, Whitehall, the small contingent on the Mediterranean island numbered just 25 – but the sense of pride and the care taken to ensure a fitting event were no less than the London equivalent.

It was staged outside the Princess Mary's Hospital at RAF Akrotiri and started with the forming up of the Royal Navy, Royal Marines and RNR Servicemen and women from HQ British Forces Cyprus, the Cyprus Squadron and buglers and drummers of HM Royal Marines School of Music (right).

There were also eight RNR medics deployed to the hospital on Operation Telic to help treat Coalition soldiers, sailors and airmen evacuated from the Gulf.

Prayers were led by the padre of the Cyprus branch of the RNA, the Rev Neil Maxted and were followed by an address from one of the Association's most enthusiastic members, Cdr Charles Poynder.

Festivities were rounded off by QARNNS Reserve Lt Heather Lentell – whose idea the ceremony was – and Senior Naval Officer Cyprus Lt Cdr Nobby Hall cutting a commemorative cake baked by Episkopi-based military chefs (inset).



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34 Field Hospital faces up to war, wildlife and weather in Southern Iraq

Navy medics in the front line

HOLBY City it most certainly was not. In fact, when trying to imagine life in one of Britain's newest – and shortest-lived – hospital complexes, another TV hospital comes much closer to the mark.

For 4077th Mobile Army Surgical Hospital – better known as *M*A*S*H* – read 34 Field Hospital, assembled on a pitted runway of an abandoned airfield not far from

Basra in Southern Iraq.

Here 40 Royal Naval Reserves were among the 550-plus people who moved in from Kuwait in the early phases of the fighting in the campaign against Saddam's regime, and planted a 200-bed hospital, complete with accident and emergency and high dependency units, closer to the front line than any similar unit since the Battle of the Somme in World War I.

The whole complex had to be built from scratch, yet provide a facility of NHS standard which could treat those caught up in the war, whether military or civilian, friend or foe, from gunshot wounds to D and V – diarrhoea and vomiting.

The most obvious problems were the less-than-enticing surroundings – wastelands of sand and bare, broken concrete, with a constant backdrop of artillery shells, both Iraqi and Coalition, and rumbling tanks.

Bringing further complications was the weather. Much of the time it was just how you would expect it – witheringly hot.

But then a sudden storm would turn the dry sand to something like thick mud, and there was a very real risk of severe injury by lightning strikes – at least two people were struck by lightning, according to Reservists on site.

There were flash floods and high winds, and then there were the dust devils or tornadoes – and for one Reservist, Karen Joynton, now known to some as Dorothy, one of these winds spelled the end of her deployment, and could have spelled the end of her life (see far right).

● (Right) A young camel spider set against a six-inch ruler



● HMS Desert Rose

As if that wasn't enough, there was the local wildlife, including notorious camel spiders, which have a nasty bite and a habit of crawling into boots or trousers.

Indeed, one man was brought in with part of his ear missing – one of the spiders, which use a form of anaesthetic on the skin before tucking in, had chewed its way through a sizable part of the earlobe before the victim woke up.

Another man, whipping on his trousers for a late-night dash to the toilet, failed to check for spiders – and got bitten in a particularly tender part of his anatomy.

"I can cope with being shot at, but give me those spiders and I want to go home!" said POWN Elaine Grady.

As deployments go, then, it's not exactly up there with the Caribbean – but for many, it brought a huge feeling of satisfaction as intensive training was finally put to the test for real.

NSA Alyssa Arscott said: "You probably could not describe just how horrible the conditions were sometimes. But it was a fabulous experience, there was a good support network, and we made some great friends."

a normal NHS hospital in Britain would expect to see that number of traumas in three years.

Alyssa said D and V cases were so commonplace that after initial treatment, most of the staff just dosed themselves as best they could and carried on regardless – one quick test on site revealed at least six different strains of bug, with new ones arriving all the time.

The hospital – basically a collection of tents which formed wards, operating theatres, X-ray labs and accommodation, surrounded by the containers in which it all arrived – was staffed chiefly by regular Army medics, although all three Services were represented.

The fact that the RNR contingent was a small percentage of the whole was the source of some amusement to the soldiers, but the Dark Blue element managed to make their mark.

"A lad in stores, Dave Ward, used some cardboard boxes to build our own ship," said Elaine.

"We called it HMS Desert Rose."



● (Above) 34 Field Hospital, situated on an abandoned airfield in the desert south of Basra, Iraq's second city, was close enough to the front line for staff to see orange flashes in the sky at night from artillery exchanges. Tanks were often seen passing the hospital as they made their way north

● (Right) A paddling pool provided a small oasis of comfort in the sandy wastes of 34 Field Hospital. The pool was obtained by CPO Pete Crimmins, pictured centre with paramedic Paul Castle (left) and a Services fireman, and won Pete many new friends

● (Below) The interior of one of the wards at 34 Field Hospital in Southern Iraq. Despite the desert conditions, the hospital was expected to conform to NHS standards



We had been getting lots of stick – 'Where's the water? Where's your ship?', so when Pete Crimmins got his paddling pool and we got our ship, we were happy."

Morale was remarkably high after the initial setting-up phase, according to the Navy medics, and little incidents made a lot of difference during the days and weeks of routine.

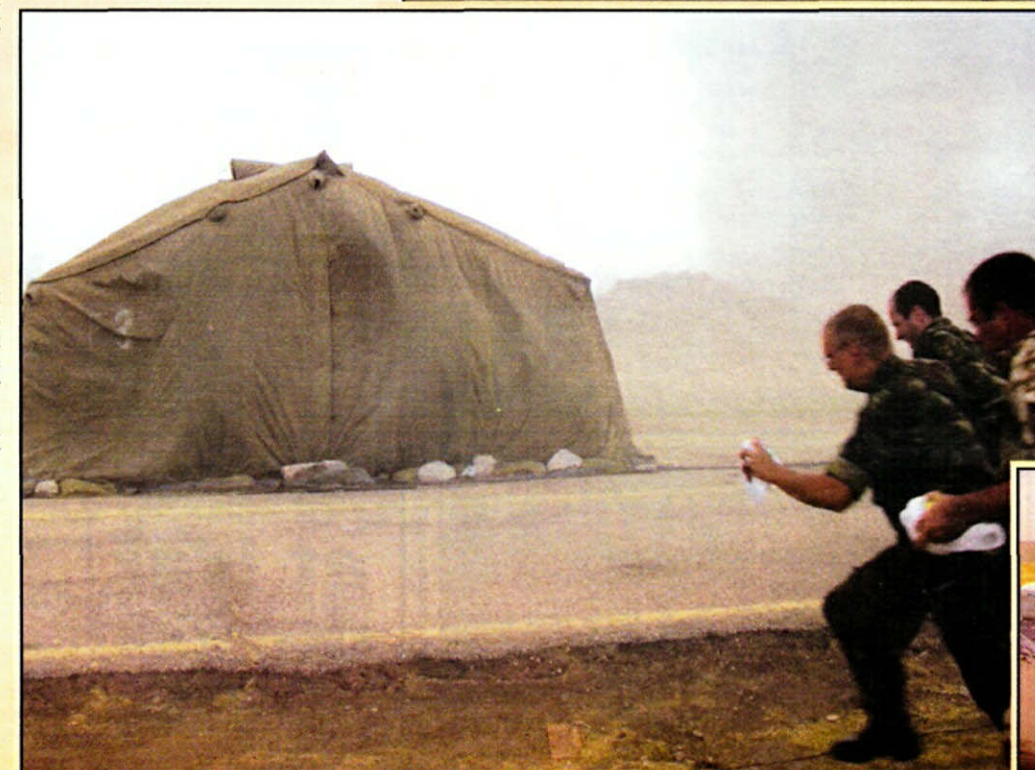
"The band struck up with the theme to *M*A*S*H* at one point, which gave everyone a laugh," said Elaine.

She also went over to a tank washing installation to see if she could have her picture taken sitting on one of the Army's armoured vehicles.

"I had my picture taken with the helmet and earphones on – and then the driver put his foot down and we went for a drive along an old runway," she said. "Those things don't half shift!"



● The tornado which injured Karen Joynton is pictured approaching the hospital (above) and sweeping through the tents, scattering personnel as it went (left). The damage it caused can be seen below



Dust devil ordeal forces Karen home

KAREN Joynton's deployment came to a dramatic end when she was picked up and flung across the camp by a whirlwind, breaking eight ribs and her collarbone.

The encounter with a dust devil left Karen unable to continue working in the exacting conditions of Southern Iraq, and also earned her a new nickname – Dorothy, after the character in *The Wizard of Oz* who was carried over the rainbow by a tornado.

Karen is still suffering the after-effects of her injuries more than two months after the incident, but can remember nothing of her brief, violent unscheduled flight.

Talking to *Navy News*, Karen (30), a Medical Support Assistant in the Royal Naval Reserve said she had been mobilised in early March, and within two weeks was on her way to Kuwait, where the team acclimatised and got used to handling the equipment and erecting tents.

Karen moved into Iraq with 34 Field Hospital at the end of March, although her coach broke down and their arrival in theatre was delayed.

The work pattern was well-established by the weekend of April 12-13, by which time temperatures were rising to the high 40s and it was usually too hot to sit outside during the day.

On Sunday April 13, Karen recalls the heat was a little more bearable, and she and her friends were flicking through a newspaper, where they came across the story of the injured female American

soldier who was rescued by her compatriots.

It was reported that she had broken her leg, among other wounds.

"I said that must really hurt," said Karen. "We talked about it, and I said that I was 30 years old and had never broken a bone or even spent time in a hospital as a patient."

"I suppose I was asking for it ..."

They carried on sunbathing, then as it became overcast, Karen and Anna Coll, a reservist Leading Naval Nurse, decided to wash some clothes.

They had no warning of any impending bad weather, let alone a tornado.

"Standing outside, I said 'look at the sand getting up over there'. It was like when the helicopters landed, making all the sand go up," said Karen.

"We thought that was all it was, and as we didn't want our wet clothes to get dirty, we would go into a tent."

"I ran in first, into one of the shower tents at the back of the camp, and then turned to look at Anna, who was just in the entrance."

"I remember the floor coming up – it was clipped together, but it whipped up, and I put my hands up – but that's all I can remember."

According to Anna, as the floor came up she was knocked over, and she looked up to see Karen shoot about 30ft into the air with the tent.

"I heard the most horrible scream, but I couldn't see her face as she had her back to me," said Anna, a trauma unit nurse in Oxford.



● Karen Joynton before her accident

more, and I called people over to get her out from the collapsed tent, but it turned out to be another tent which had been blown down, and an ambulance had already been called to help Karen."

"It was told later that I did not land very elegantly, but it was not one of my priorities," said Karen.

The next thing she remembers was waking in hospital, but despite her pleas to stay, she was taken by ambulance on a painful journey to Kuwait, and shortly afterwards airlifted home via Cyprus – she was told she was the first non-combatant Service person sent home because of injuries.

Karen, who is still being treated for her injuries, was amused by the Dorothy nickname – and to make sure her colleagues had something to while away the hours spent in Iraq, Karen's mother sent them out a board game – *Twister*.

Ironically, Karen admits to a fascination for twisters.

"This one didn't look anything like the kind of tornado you imagine in the United States," she said.

"I was interested in things like that anyway – I just wish I could have seen it properly."

● A Coalition helicopter at 34 Field Hospital – the dust clouds kicked up by their arrival and departure was a regular occurrence

At Your Leisure



Bridging the generations



A Fairey Swordfish and Firefly of the Fleet Air Arm's treasured Historic Flight set off in formation with two Lynx Mk3 helicopters at the start of their busy Air Show season.

The Swordfish and Firefly are maintained at RN Air Station Yeovilton on strict guidelines which allow only 50 hours flying time per airframe each year.

By comparison, 702 Sqn fly over 3,000 hours per year using their 12 aircraft to train Lynx aircrew for frontline service among the frigates and destroyers of the Fleet. Also, 702 Sqn provide the RN's only remaining dedicated helicopter display team, the Lynx Pair (inset).

These aircraft will perform before over a million spectators at home and abroad during the summer.

Contact Lt Simon Bratby on 01935 456087 for details.

RN Historic Flight Air Shows coming up are the Cotswold Country Fair (July 5-6), Horseguards Parade (July 9), Flying Legends, Duxford (July 12-13), RNAS Culdrose Air Day (July 16), RIAT Fairford (July 18-20), New Queen's Colour for Fleet, Plymouth (July 23), Lowestoft (July 31), Blenheim Palace (August 2), Eastbourne (August 16-17), Elvington (August 24-25), Shepway (August 30-31) Shoreham (August 30-31), Duxford (September 6-7), Southport (September 6-7), Jersey Air Show (September 11), Leuchars (September 13) and RNAS Yeovilton Air Day (September 20).

Germans who lived by another's codes

ALTHOUGH the story of the German naval code breakers in World War II is less well known than that of their British counterparts at Bletchley Park, their role was undoubtedly significant.

In **German Naval Code Breakers** (Ian Allan £24.99), Jak P. Mallmann Showell, one of Britain's leading experts on the U-boat campaign, has delved into the archives to produce an account of how German code breaking developed after the traumas of defeat in 1918.

In particular, it shows up some of the code breakers' successes and failures and how they impacted upon naval operations in European waters.

Heinz Bonatz, wartime leader of the German Naval Radio Monitoring Service, or B-Dienst, was captured by British forces at the end of the war and taken to the prisoner-of-war-cum-concentration camp at Neuengamme, Hamburg.

Astonishingly, he was never interrogated about his interception, decoding and intelligence activities – and to this day the history of B-Dienst is "clouded in deep mystery".

By successfully deciphering the Admiralty codes, B-Dienst knew the sinking figures compiled by both sides were virtually identical, but officers were disturbed to learn how badly the German and British publics were misled by being given totally different details.

In fact, when the war was about six weeks old Bonatz heard a British broadcast claiming to have

sunk 22 U-boats, although the Admiralty knew full well the total was only six.

Later, he was even more surprised by foreign newspapers reporting blatant lies in speeches made by Winston Churchill in the House of Commons.

"This told Bonatz that British propaganda was no better than the fancy stories concocted by Josef

Goebbels," the author notes.

● **GETTING THE MESSAGE:** A group of Hitler Youth boys are given some sea-going experience aboard a warship with the chance to use their semaphore skills. Semaphore remained an essential communication method throughout World War II



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NoticeBoard

Deaths

PO(AWW) Paul 'Fozzie' Damian Foster. HMS Collingwood, instructor in Close Range Weapons, and had recently received award for his high standard of instruction. Keen and talented sportsman, and popular and respected senior rate. June 4.

CPOWEA Stephen 'Ozzie' R. Osborn. DFTE Portsmouth. Joined in 1969 and after initial training as Artificer Apprentice, drafted to Bulwark then after further training at Collingwood to a series of drafts. Ships and Fleet Maintenance Units included Sirius, Osprey (twice), Vernon, Southampton, CFM Portsmouth (numerous), Cardiff (twice), Edinburgh and FSU 02. Joined SFM Portsmouth in April 2001, working in Hydraulics section, and served recently RFA Diligence in the Gulf. Popular and dedicated senior NCO. June 4.

Lt Cdr Alick 'Bill' Green DSC and bar. Navigation specialist. Served in 16 ships including Queen Elizabeth and Scylla, and served in East Indies, China, Russian convoys, Mediterranean, invasion of North Africa and Salerno landings. Awarded first DSC in 1942 for role in support of raid on St Nazaire when an explosive-packed Campbelltown

destroyed the only lock on the Western European seaboard large enough to repair German battleship Tirpitz. Second DSC for part in planning of Operation Overlord. Served 1926-1956, then became missionary. Aged 89, April 28.

Capt Sir David Tibbits DSC. Former Deputy Master of Trinity House. Joined Dartmouth in 1925 and served until 1961. Long and varied career in RN included Benbow (cadet), Warspite, Queen Elizabeth, Scarborough, Harrier (Abyssinian war), Halcyon, Douglas, Apollo, Berwick, York (Halifax convoys, Norwegian campaign, North Sea operations), Norfolk (briefly), Devonshire (awarded DSC Diego Suarez Operation), Dryad, Anson, Admiralty Signal Establishment, Snipe (CO), Deputy and later Director of Radio Equipment Department, Manxman (CO), Dryad (CO), Hermes (Captain designate during build). Aged 92, May 17 in Bermuda.

Kay Burton (formerly Kathy Patchell nee Winterbottom). L Wren Switchboard Operator. Served 1950-55 in Victory, Gannett, Harrier and Nuthatch. April 24.

Martin Alan Lacey. PO(EW). Served 1973-90 (medically discharged) in Raleigh, Mercury, Tiger, Warrior, Dido, Drake, Naiaid

and Cornwall. Aged 46.

Sam Tomlinson. Sgt RM. 42 Commando. Served 1944-64. January 20.

Jim Wilkinson DSM. CPO ERA. Served in Atlantic, Mediterranean and Far East in ships and submarines Repulse, Titania, Torbay, Rover, Seadog, Truant, Unbending, Sleuth, Truncheon and Triumph. Aged 86, May 6.

William 'Bill' Smith. PO. Amethyst Association, founder member and chairman from 1978-98. Served in Amethyst during Yangtze Incident in 1949.

Henry Edward 'Ted' Bedford. Leading Hand. Served 1942-45. Ships included Bridgewater (escort duty to Brazil), Gold, Boadicea, Khedive. On leaving Navy joined Metropolitan police. Aged 81, April 5.

Bernard 'Jacko' Jackson. Served in WWII. HMS Vesper association. Aged 84, May 26 in Ontario, Canada.

Keith Trella. Leading Aircraft Mechanic. Joined in 1980 and served at RNAS Portland and in Penelope during Falklands Conflict. HMS Osprey Field Gun crew. Aged 39, April 27.

Lt Cdr E.A.J. 'Pinkie' Collard. HMS Penelope Association, chairman for over 18 years, served in ship during WWII between

1936-39 and 1941-43. Aged 92, May 31.

Steve Bates. REM. Llandaff Association. Other ships and establishments included Collingwood, Rook, Kemerton, Stubbington, Vernon, Yeovilton and Blake. Later Nottinghamshire Constabulary. May 26.

Jack Bowers. POAF(E). Fleet Air Arm Association, Greater Manchester branch. February.

Jack Taylor. POAM(A). Fleet Air Arm Association, Greater Manchester branch. May 21.

Dennis Barber. AM(E). Fleet Air Arm Association, Greater Manchester branch. May 27.

Bob Clarke. AB. Served 1942-46. Ships and establishments included Collingwood, Espiegle (minesweeper) and Mulligan Cove (repair ship). Aged 80, May 27.

Thomas William Jones. Stoker. HMS Stalker and 809 Squadron Association. Served 1937-46. First Merchant Navy then transferred to Royal Navy. Ships included Orduña, SS Montrose, Ceramic, SS Nova Scotia, Royal Crown, SS Guido, SS Devis, SS Swinfuine, Larintie, Lady Somers, Alania, Mersey, Oceanway and Stalker. Torpedoed twice - in the Atlantic for 10 days. Aged 83, March 2.

Joe Lord. HMS Stalker and 809 Squadron Association. Served in Cleopatra and Stalker. Aged 80, April 15.

Fred Edser. FAA. Flight deck, 809 Squadron. HMS Stalker and 809 Squadron Association. Served in Unicorn and Stalker. April 18.

John Harris. AB. HMS Stalker and 809 Squadron Association. Served in Dart and Stalker. Aged 77, May 11.

E. Williams. Sick Berth Attendant. HMS Cossack Association. Served in Cossack, Royal Arthur, Indomitable, Tamar, Sultan, Opossum, RN Belmont Park, RNH Haslar and Glendower. Aged 75.

Hughie Rogers. HMS Opportune Association and 17th Destroyer Flotilla. June 6.

Ted Wheelhouse. Illustrious Association, steward 1953-55.

Sir Leslie Fletcher DSC. Lt RNVR with 854 Squadron 1944-45. Illustrious Association.

Chas Haselden. PO/AF with 1833 Squadron 1944-45. Illustrious Association. April 25.

George Carey. Illustrious Association. AB 1941-45. January 19.

Bill Swindlehurst. Illustrious Association. PO (Torp and Elec), 1943-46.

Sub Lt Peter Cunnell. HMS Belfast Association, served in ship 1945-46. Admiral's staff.

Edward Reeds. Able Seaman. HMS Belfast Association, served in ship 1942-46.

Ronnie Gray. Able Seaman. HMS Belfast Association, served in ship 1942-45.

Leslie Edward George 'Les' Somers. AA Gunner. Served in Vendictive (Sierra Leone), Sheffield (Mediterranean and Arctic), Woolston (North Sea) 1940-45. Russian Convoy Club, Sheffield Association, Royal British Legion. Thames lighterman. Aged 83, May 25.

Thomas Soubutts. PO(Tel). Served in St George, Renown, Attack, Fox, Hornet, MTBs 733, 2014, 509, 520, 780, 1026, 1027, Drake, Orlando, Highflyer, St Austell Bay, Mercury, Orion, and Battleaxe. June 1.

ASSOCIATION OF RN OFFICERS

Capt G. Bevis RM. Served: Furious, Malaya, Rodney and RM Portsmouth and Deal.

Lt Cdr G.A.R. Clark. Served: Pembroke, Lerici, Ceres, Ausonia, Rosneath and Seahawk.

Adm Sir Desmond Dreyer DSC. Served: Nelson, Durban, Douglas, Ajax, Cairo, King George V, Golden Hind, Vanguard, President, Saintes, St Angelo, Phoenicia, Terror, Daedalus and Excellent.

Lt Cdr A.G. Dunne. Served: Zephyr, Morecombe Bay, Rinaldo, Queenborough, Cavendish, Ark Royal, Wakefield and Dryad.

James 'The Chief' Henry. CPO RCN. Southern Ontario, and Toronto Naval Club. April 28.

R. Weller. Maidstone, life member. Survivor HMS Isis, also served in HMS London. Aged 80.

Gladys Guthrie. Brentwood, former member social committee.

Ernie Williams. West Bromwich.

William Jefford. PO Cook. Dartford. Served 1940-46. Aged 85, April.

Ronald Inch. CPO. Southern Ontario, vice chairman. Served in World War II. May 23.

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Gladys Guthrie. Brentwood, former member social committee.

Ernie Williams. West Bromwich.

Promotion to Commander and Lt Colonel

Provisional selections for promotion to Commander Royal Navy and Lieutenant Colonel Royal Marines to date June 30, 2004:

Warfare branch

Lt Cdr J.R.G. Abernathy; Lt Cdr S.M. Allen; Lt Cdr R.J.A. Bellfield; Lt Cdr C.M. Bourne; Lt Cdr I.G. Breckenridge; Lt Cdr R.J. Bridger; Lt Cdr D.I. Burns; Lt Cdr M.J. Connell; Lt Cdr S. Dainton; Lt Cdr A.P. Davison; A/Cdr P.J. Dawson; Lt Cdr J.H. Dible; Lt Cdr R.P. Dunn; Lt Cdr I.E. Graham; Lt Cdr C.K. Groves; Lt Cdr P.V. Halton; Lt Cdr M.A. Hart; Lt Cdr P.J. Haslam; Lt Cdr R.S. Hatcher; Lt Cdr N.J. Hibberd; Lt Cdr S.B. Howell; Lt Cdr N.M. Hunter; Lt Cdr P.C. Ireland; A/Cdr P. Jones; Lt Cdr S.E. Kilby; Lt Cdr J.P. Kyd; Lt Cdr M. Lister; Lt Cdr A.E.R. Lochrane; Lt Cdr A.D. Long; Lt Cdr H.A.H. Merewether; Lt Cdr J.D. Morley; Lt Cdr P. Moss; Lt Cdr J.L. Poole; Lt Cdr J.G. Rich; Lt Cdr I.C. Riches; Lt Cdr A.P.M. Rolph; Lt Cdr M.A. Salmon; Lt Cdr P.J. Sparkes; A/Cdr P.C.J. Stone; Lt Cdr J. Sutcliffe; Lt Cdr R.J. Swarbrick; Lt Cdr J.E. Thomas; Lt Cdr A. Thorburn; Lt Cdr R.C. Vitali; Lt Cdr W.J. Warrender; Lt Cdr J.B. Woods; Lt Cdr G.L. Young.

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Royal Marines

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Submissions for the next edition of Navy News must be received before: July 12

~ IN MEMORY ~

Tricia Johnson PO AEA(L) (Richmond, North Yorkshire)

Bill, Judy, Karen, Michael and Michelle wish to thank all Tricia's close friends and Naval colleagues for the kindness, sympathy, cards of condolence and generous donations for Richmond Methodist Church funds, The National Society for Epilepsy and the Royal Naval Benevolent Fund received during their recent sad bereavement, with particular thanks to Rev. Stan Kennon, Lt. Steve Griffin and Sub. Lt. Richard Brooksbank for their help and support.

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Cossack Association. Aged 75.

Albert 'RN' James. West Bromwich, associate. Aged 76.

Rita Shipgood nee Payne. Leading Wren Writer in WWII. Camberley. Served Boscowen and Lochinvar in support of the Algerine flotillas. Aged 79, April 30.

Jack Bowden. Chief. G. Lichfield. Served 1945-69. Ships included Norfolk, Vanguard, Bermuda, Ark Royal, Saintes and Hermes. Champion at Bisley (Queens 100). Aged 74, April 26.

Alan P. Morton. Capenhurst, president, standard bearer and secretary. Ships include Cockade, 8th Destroyer Flotilla. May 20.

David Peacock. Horley. Served 1943-47. St Nazaire veteran, Chariot rider, Landing Craft Association veteran, and long time Sea Cadet Officer. Aged 77, April 28.

John R. Davies. Royal Marine. St Helens RNA and Royal Marine Association. May.

Appointments

Maj Gen R.A. Fry to be promoted Lt Gen and to be Deputy Chief of Defence Staff (Commitments) on 7 Jul 03.

Cdre C.J. Parry as Commander Amphibious Task Group on 2 Sept 03.

Cdr P.D. Carden to HMS Iron Duke as CO on 7 Oct 03.

Cdr R.G. Ingram to HMS Manchester as CO on 28 Jul 03.

Cdr G.W.A. Wallace to Commando Helicopter Force Headquarters as CO CHF and granted higher rank of Acting Captain on 21 Oct 03.

Lt Col R.D. Watts to 40 Cdo RM as CO on 1 Aug 03.

Lt Cdr D.J. Lambourne to 849 Squadron A Flight as CO on 23 May 03.

Lt Cdr J.A. Ley to HMS Dumbarton Castle as CO on 2 Aug 03.

Lt Cdr D.C. Ventura to NP 1008 Ofs Svy as CO on 14 Oct 03.

Lt Cdr D.J. Hunkin to HMS Hurworth as CO on 20 Oct 03.

Lt Cdr M.J. McGuire to HMS Ranger as CO and duties as CO Gibraltar Squadron on 5 Aug 03.

Cdr G.R. Northwood to HMS Liverpool as CO on 10 Sep 03.

A/Cdr R.M.M.J. Harvey to HMS York as CO on 27 Aug 03.

A/Lt Col S.J. Phillips to RMR Tyne as CO on 19 Sep 03.

A/Cdr A.J. Webb to HMS Montrose as CO on 26 Aug 03.

Lt Col P.R. Loynes to RMR Merseyside as CO on 2 Sep 03.

Lt Cdr R.P.W. Bell to MWS Excellent Bristol as CO on 3 Jun 03.

Lt P. Laughton to HMS Dulverton as CO on 1 Jul 03.

Lt J.M.B. Parkin to HMS Pursuer as CO on 7 Oct 03.

Sports lottery

3 May 03: £5,000 - CH D. Britten, HMS Portland; £1,500 - OM C. Chappell, HMS Cardiff; £500 - WO(M) M. Neeve, HMS Drake

10 May 03: £5,000 - CSgt L. Green, Nelson O/Sea; £1,500 - Mne D. Treby, 40 Cdo RM; £500 - LMEM H. Dixon, HMS Ark Royal

17 May 03: £5,000 - Lt Cdr P. Tyler, RH Haslar; £1,500 - OM B. Gardner, HMS Neptune; £500 (shared) - OM S. Barnes, HMS Ark Royal, CPOCY T. Lett, HMS Collingwood, CPOMEA S. Craig, Gibraltar

24 May 03: £5,000 - MA J. Warner, Keogh Barracks; £1,500 - POSEA P. Staley, HMS Collingwood; £500 - OM J. Beale, HMS Campbelltown

31 May 03: £5,000 - Musn G. Long, HMS Raleigh; £1,500 - Std S. Wareing, HMS Northumberland; £500 - OM D. Taylor, HMS Raleigh

For more information on the RN & RM Sports Lottery, call 023 9272 3806.

Swap drafts

WSTD Kate Jones. Draft: HMS Montrose (not deploying). Contact: HMS St Albans, BFPO 399 or 07816 658906. Will swap for: any ship that is deploying.

POSTD Tony Kidger. Draft: HMS Invincible, Jul 03. Contact: 07810 566057 or kkidger@aol.com. Will swap for: any Portsmouth-based ship, not deploying.

PO(AWT) Parry. Contact: HMS Marlborough. Draft: HMS Montrose, Aug 03. Will swap for: any Portsmouth or Plymouth based Type 23 not deploying, or any Portsmouth shore establishment.

LCH Todd. Contact and draft: HMS York, 2S STB Mess. Will swap for: any Devonport ship.

LMA Higgins. Contact: RH Haslar 93819 2111 or 07855 412692. Draft: HMS Marlborough. Will swap for: any Plymouth-based ship, deploying or not.

Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.

SSAFA says thanks

MILITARY charity SSAFA (Soldiers, Sailors, Airmen and Families Association) Forces Help has honoured the hard work and dedication of some of their in-Service volunteers.

At an awards ceremony in June the chief executive Maj Gen Peter Sheppard said: "We are delighted to be able to take this opportunity to say thank you to some of our in-Service volunteers for the support they have given our Armed Forces and their families."

"Our volunteers are the essence of this organisation, and without them we wouldn't be able to help the 75,000 people that we assist each year."

SSAFA Forces Help were able to arrange this event due to the sponsorship of military insurance specialists Wilsons.

Newly formed association for NI veterans

THE NORTHERN Ireland Veterans Association has been formed to bring together members of the Services who served in Northern Ireland and to offer advice, support and assistance to its members.

Secretary Dean Owens said: "Often the veterans of the longest campaign in British history have been forgotten."

"Hundreds of Service men and women have been killed whilst on or off active service and as a direct result of the troubles."

For more information visit the association website on www.nivets.co.uk.

Unforgettable stint in HMS Invincible

TEN cadets from TS Invincible spent four days at sea on board their namesake aircraft carrier HMS Invincible.

"For many of them it was the first time they had ever been aboard such a large ship – and none of them will ever forget it," said their CO Lt Cdr D. Moth STC. "We would like to take this opportunity to thank the ship's company, especially Capt Soar and liaison officer Lt Darrell Stretton for allowing us to have the

privilege of visiting their ship."

Highlights were a spectacular display of the ship's radar-controlled close-in weapon system, the Gatling-type Goalkeeper, and a fire-fighting exercise with cadets from the Milton Keynes unit donning all the appropriate equipment to enter smoke-filled compartments.

At the end of the four days the cadets left by boat transfer to Portland, experienced in Navy life and ship's routine.

Called back to Daring street

A GROUP from the HMS Daring 1952-53 Association travelled to the Greek island of Kefalonia recently to commemorate the assistance that they gave the islanders 50 years ago following a devastating earthquake.

The trip was organised as a package deal through Thomas Cook travel, who in conjunction with the Island Hoteliers Association arranged a packed programme for their British visitors.

Particular highlights included a visit to the island's Cultural Museum which held a display of photographs showing the work carried out by the crew of Daring during the summer of 1953.

This was followed by a visit to HMS Daring Street in Argistoli, named after the warship and bearing a marble plaque that recognised the Navy men's actions.



● Representatives of the Daring Association gather at HMS Daring Street on the Greek island of Kefalonia

A formal reception took place towards the end of the trip, with senior dignitaries and representatives from many of the civic organisations on the island.

A silver and gold plaque was

presented to the group in commemoration of their deeds, and Owen Simpson, secretary of the Association, promised that this would be passed on to the new HMS Daring, now in build.



● Women and War exhibition Picture copyright: Imperial War Museum, London

Women at the heart of new exhibition

A MAJOR exhibition on 'Women and War' will be opening at the Imperial War Museum in October this year.

Promising the story of Servicewomen, nurses, land girls, factory workers, secret agents, pilots and peacekeepers, the exhibition is to be accompanied by a book by journalist Kate Adie.

More information can be found by calling 020 7416 5311.

One group of former Naval Servicewomen found a more dynamic way to remember their time in the Service.

The Southampton Branch of the

Association of Wrens really pushed the boat out for their 55th anniversary when over 100 members set sail on board the Blue Funnel Line Ocean Scene.

The day was made by a sighting of HMS Ark Royal returning to Portsmouth, and later seeing the QE2 set out across the Atlantic.

Memories from HMS Golderest and Harrier were put on display by members of the Association in the Dale area in Pembrokeshire.

For more information on the Association of Wrens, telephone 0207 932 0111 or visit www.wrens.org.uk.

NoticeBoard

Queen's birthday honours

KCB – Adm Ian Andrew Forbes
CB – Rear Adm Alexander Kirkwood Backus;
Rear Adm Jonathon Reeve

CBE – Cdre Peter John Lannin RFA; Cdre Julian Lewelyn Williams

OBE – Cdr Stephen Kenneth Firth; Capt Ian Kenneth Goddard; Cdr Simon Robert Middlemas;
Cdr Paul Nigel Morris; Lt Col William John Taylor RM; Cdr Michael John Delane Walliker

MBE – Lt Cdr Sean William Dufosse; Lt Cdr Carlos Carew Edwards; CPO MEA Barry James Green; Lt Cdr Neale Hargreaves; Lt Cdr Nigel Jeffrey Hennell; WO MA Colin Jones; Lt Cdr Bryan

Edward Kenna RNR SCC; CPO Sea David William O'Prey; PO Comms Kenneth Parker; Lt Cdr Denise Powell RNR SCC; WO Lloyd John Purser; Lt Cdr Roger Michael Saynor; Lt Cdr John William Sennitt; 2nd Officer Peter Richard Thornton RFA; Col Sgt (Act WO(2)) David Charles Trevelion RM; WO Caterer Graham John Wilkinson; WO MAA Kevin Charles Williams

Association of the Royal Red Cross – Cdr Lynne Gibbon QARNNS

Queen's Volunteer Reserves Medal – Brig Thomas Harold Lang RMR; Maj Barry Lindfield RMR; CPO Patricia Prior

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the July headlines of past decades...



● HMS Brocklesby
40 years ago

THE LAST of the World War II Hunts HMS Brocklesby paid off in Portsmouth ready for disposal.

Brocklesby started life as a fast escort vessel in 1940, and her war service featured highlights that included the raids on St Nazaire and Dieppe.

Put into reserve in 1946, the ship emerged six years later as an experimental anti-submarine frigate.

Her principal task up to her final curtain call was carrying out trials for the Admiralty Underwater Weapons Establishment.

30 years ago

EMERGING from a watery grave, midget submarine XE8 was brought up from an 80ft depth to see the light of day once more after 19 years on the bottom of Weymouth Bay.

The 38-ton craft was landed at Portland after preliminary salvage work by members of the British Sub-Aqua Club.

The amateur divers were sponsored by the Imperial War Museum, whose workshops were to refit the submarine.

The craft was of the type used to attack the German battleship Tirpitz in September 1942.

20 years ago

THE SPANISH freighter Alraigo had an unexpected visitor when a Royal Navy Sea Harrier made an emergency landing on top of the containers on the deck.

Pilot Sub Lt Ian Watson was forced to choose this unusual landing spot when virtually all the aircraft's fuel was exhausted.

The freighter then headed for Tenerife where the Naval aircraft spent a week tied up in complex wrangling before a recovery team from the UK could lift the jumpjet from the freighter's deck.

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Royal Naval Association

Weekend of events marks 20 years

Wartime veterans take over Liverpool

Exhibition recalls town's ship

A WEEKEND of celebrations, which will be talked about for some time, marked the 20th anniversary of the commissioning of the **Woking** branch.

Coinciding with St George's Day, it began with a gala dinner of traditional roast beef and trimmings in the Holiday Inn, enjoyed by 105 members and guests, including the Mayor, Cllr Mahella Gosling, who was the Guest of Honour.

During the evening, S/M Gordon Mustard and Charles Radcliffe were honoured with life membership for their loyalty and hard work.

S/Ms Jim Halls and Beryl Mustard were declared Shipmates of the Year.

The evening ended with 'Up Spirits' and the Sunset ceremony, when the White Ensign was lowered and branch standards paraded.

On the following day, roughly 300 shipmates and friends paraded through the town, displaying 70 standards, for the dedication of the new branch standard at a service conducted by the Rev B. Grimster.

The salute at the march-past was taken by the Lord Lieutenant of Surrey.

The ceremonies over, members and guests enjoyed a buffet lunch at the Woking Ex-Services Club.

Ceremonial officer and branch secretary S/M Rod Fraser said that everything went as planned, and thanked everyone for their support.

The laying-up of the old standard will take place later this year.

Sterling work

IN RECOGNITION of the sterling work carried out by the associate members of the **Christchurch** branch, framed certificates of appreciation were presented to S/Ms Joan Waterman, Sylvia Brown and David Brown.

ACCORDING to No 10 Area secretary S/M Charles Hutton, roughly 3,000 wartime veterans took over Liverpool for the 60th anniversary commemorations of the Battle of the Atlantic.

Supporting Royal Navy and Merchant Navy veterans were the present ships' companies of many nations, including Russian, Dutch, French, German and Canadian, to mention but a few.

Aircraft carrier HMS *Invincible*, recently out of refit in Scotland, had pride of place in the middle of the River Mersey, opposite the Albert Docks.

The Anglican cathedral was packed to capacity for the service of commemoration, with many in the grounds outside, braving the cold wind, to take part in the service.

At the parade which followed, hundreds of 70 to 80-year-olds marched proudly past visiting dignitaries.

First Sea Lord Admiral Sir Alan West took the salute.

What a pity, S/M Hutton said, in view of the large number of people who attended, that the BBC and ITV did not consider the event important enough – apart from brief items on the news – to televise the commemoration events, which could possibly be the last.



● Past and present Navy were well-represented at the Battle of the Atlantic 60th anniversary commemorations on Merseyside

Jack's loyalty is rewarded

AT THE Durham City branch annual general meeting, S/M Jack Geddes was awarded the accolade of Shipmate of the Year, in recognition of his loyalty to the branch.

Jack, who is almost blind, never misses a meeting or a games night, though he cannot take part in any of the games.

On the invitation of the Second World War Experience Centre, S/M Harvey Blackburn, having served in every conflict of World War II, has recorded his wartime memories on tape for posterity.

The Second World War Experience Centre, in Horsforth, Leeds, was established in 1998 to rescue and preserve the personal experiences and memorabilia of those who had a part to play in the conflict, in whatever capacity. See the organisation's website at www.war-experience.org

Naval Quirks

IN 1845, A CURIOUS TUG-OF-WAR TOOK PLACE..



..BETWEEN THE PADDLE-WHEELED HMS ALECTRO AND THE SCREW PROPELLER DRIVEN HMS RATTLER, TO ESTABLISH THE BETTER METHOD OF PROPULSION..



I HAD THE ALECTRO WON, THE FUTURE HISTORY OF WARSHIPS WOULD HAVE BEEN RADICALLY DIFFERENT.



JUTLAND 1916.. SIGNAL C in C: "AM BREAKING OFF ACTION. HAVE TO STAND IN FOR ISLE OF WIGHT FERRY FROM 7pm."



Shipmates honour Atlantic struggle

THE BIG recent No 5 Area event was the Southend-on-Sea commemorative parade and wreath-laying ceremony at the War Memorial to mark the 60th anniversary of the Battle of the Atlantic.

The Colour Party was provided by the US Navy and 25 standards were on display.

Following the ceremony, 300 members and guests enjoyed refreshments and a lamp-swinging session in the club which, incidentally, boasts a rare treasure – a Delft wall plate which was recently valued for insurance purposes at £4,000.

It was presented to the Southend-on-Sea branch club to mark the liberation of the Netherlands and the Dutch East Indies by Prince Bernard.

The Frinton and Walton branch dinner was enjoyed by all, and the St George's Day service in St James' Church in Clacton was well supported.

Following the death of S/M Reg Lockwood, former vice president of the Clacton branch – who was robbed and beaten up – a resource centre in the local community centre has been named after him and an inscribed brass plaque honours his work for the local community.



● Action from the Hanworth branch social event

Opera and dancing are popular

HANWORTH branch held a great 'hooley' prior to St Patrick's Night, which was also enjoyed by 51 visitors from Dagenham branch.

A highlight of the evening was a display of jigs, reels and hornpipes, by a group of young Irish step

dancers in brilliant traditional costumes.

Later in the month the branch held their popular Sods Opera, followed by a matinee performance the following day, which raised £1,300 for various charities.

£50 PRIZE PUZZLE



The mystery ship in our May edition was RFA *Olmeda*, the original name of *Oleander* being changed so as to avoid confusion with the frigate HMS *Leander*. However, some readers took the word 'ship' in the clue to include boats, which brought RFA *Olwen* into the frame, as her name was changed from *Olynthus* to avoid confusion with the submarine HMS *Olympus*. We decided to allow either answer. So, the winner of the £50 prize was Mr R. Plowman, of Gosport.

This month's ship heralded a major development in RN war-

ships – one which is still in evidence today. What is the ship, and what did she pioneer? Once again, we have removed her pennant number.

The correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3MH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is August 15, 2003. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our September edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 101

Name

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My answer: 1

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Royal Naval Association



Surprise reunion for Helen

A WARM welcome in Cyprus awaited S/M Alan Robinson, National Council Member No 1 Area and National Ceremonial Officer, his visit coinciding with the announcement of the enrollment of the 100th member of the branch – putting it sixth in the overseas membership league.

A pleasant surprise awaited ex-CPO Helen Hall, the branch secretary, when accompanied by husband and branch chairman Lt Cdr Nobby Hall at a function at the Hanseatic Marine Training School in Limassol.

Who should she meet there but Alison Kennedy, the Leading Wren who relieved her at the Education Branch, HMS Dolphin, Gosport, whom she had not met for 23 years.

The pair had much to catch up on, and as Alison and her husband Brendan, an ex-CPO Chef, now live in Kilos, it looks like they are earmarked as future members of the RNA.

Alison left the Navy as a PO in 1988 to start a family, while Helen left in 1999.

Party cakes

AT A party held to mark the 25th anniversary of the commissioning of Scarborough branch, S/M Frank West was honoured with life membership for loyal service.

To mark the birthday, one of two cakes, presented by Woodheads, the local bakers, was ceremoniously cut by Lt Fay Roberts, Commanding Officer of the local Sea Cadets Corps.

Happy Bunn

ABERGAVENNY branch reported that a happy and successful year was made all the more pleasing by two excellent street collections and a Christmas raffle.

This year the branch honoured S/M Graham 'Sticky' Bunn with life membership – he was one of the branch's founding members.

National Council bids to raise subscriptions

A DECLINE in membership, in income from subscriptions and in income from investments, was not the best news for delegates attending the Royal Naval Association annual conference in Chatham, as *Navy News* went to press.

Presenting the RNA's Report and Accounts for 2002, the Chairman of the National Council told delegates that membership has dropped by 701, to 33,473, that subscription income fell from £191,000 to £185,000, and that investments had been badly hit by the fall in the stock market.

The Council, he said, regretted the loss of 701 members, due largely to deaths, but with an ageing membership, a majority of whom are World War II veterans, an annual loss is to be expected.

The previous year's loss was 1,729.

RNA income, sensitive to membership numbers, resulted last year in a deficit of £6,105, and though better than anticipated, will have to be made good from reserves. The predicted deficit for 2003 is £28,500.

Using reserves to make good a current account deficit, he said, is a short-term, self-defeating measure which, any businessman will confirm, can lead to financial ruin.

To prevent this and provide the Association with financial stability, he asked delegates to support the Council's Motion of Urgency to Conference, to have annual subscription increased from £6 to £10, effective from 2004.

He reminded them that expenditure had been kept more or less on an even keel for the past seven years, despite ever-rising costs and the steady drop in subscription income.

This had been achieved, he said,

by drastic cost-cutting, but a limit had now been reached.

The Council, he told them, was aware of the fluctuating value of the Association's investments, and had decided it should seek to hold sufficient Unrestricted, Realisable funds to cover four years' running costs.

The total of £779,940 of Unrestricted, Realisable funds held on December 31, 2002, is about £208,000 below that figure. The position will continue to be monitored and, if necessary, reviewed annually.

If the budget is getting harder to

balance in the present climate, the good news for delegates was that the Charities and Welfare Committee made individual grants and donations to naval charities in the past year totalling £51,176 – an increase of £7,811 on the previous year's total.

On the ceremonial front the Association, he said, was impressively represented at national and local events. The well-organised national standard bearers competition was a good all-round event, with only two points separating the first four competitors.

The winner was S/M Ron Smith

of Reigate, with S/M Joy Haskins of Frome branch the runner-up.

The Chairman concluded his report with the good news of the commissioning of two new RNA branches – Cyprus and Pershore and District – the success of the RNA website and the RNA Christmas card.

As of February this year, there were a total of 481 branches in the Association.

He told them, without actually saying so, that the tide was beginning to turn, that more young people were joining the Association and were being retained.

In fact, one branch recruited 170 serving members last year and a further 54 so far this year.

50 years celebrated with help of friends

ABERYSTWYTH branch celebrates its 50th anniversary on Sunday July 6 – and would like to hear from any other branches which are keen to help them mark the occasion in style.

The Anniversary Service and Parade will be held in St Michael's Church, Aberystwyth, at 2.30pm, and on completion there will be a parade through the town to the RAFA Club, where refreshments will be served.

All standards and shipmates from the Association will be welcome – could branches please inform the secretary of the Aberystwyth branch as soon as possible.

Book presented to York Sea Cadets

MEMBERS of York branch played their part in a special day for York Sea Cadet Corps.

The branch was present at the unit's annual presentation of awards, with the cadets stepping forward to receive from Lord Mayor Cllr Charles Hall their certificate or badge.

Entertainment was provided by the York Sea Cadet Band, which had only recently formed, but which – along with its Corps of Drums – is already

making a name for itself throughout Yorkshire.

After the ceremony, the RNA branch, with the approval of their secretary S/M Michael Farrington, presented a specially-bound edition of *Soldiers of the Sea*, a book of poetry by S/M Bernard Hallas, which was presented to the York branch of the Corps library.

Branch members noted that the cadets deserved congratulations for their fine efforts.

Red letter day

THE end of this month promises to bring a red letter day for the active Basildon branch, which has almost 60 members.

The Essex branch plans a celebration to be held July 26, their annual summer dance, to mark the 30th anniversary of its formation.



● Members of Rockingham branch in Australia celebrate St George's Day

Rockingham branch thinks of England

MEAT and potato pie, mushy peas and carrots, followed by Spotted Dick, were on the menu when 21 members of the Rockingham and District branch in Western Australia celebrated St George's Day.

There was one hitch, though, thanks to the fine weather.

Following the Loyal Toast and the toast to England and St George, there was not a breath of wind to keep aloft the Flag of St George, made for the occasion by the branch chairman's wife, Charlene Haines.

Undaunted, S/M Des Nattress, the tallest member of the branch present, stood on a chair and triumphantly held the flag aloft.

The decision to mark St George's Day was made when the branch realised last year that it had been neglecting the date, and decided to formally put it into their calendar of events.

So, having celebrated the occasion for the second time – members prepared the meal themselves – the branch also

took the opportunity to send greetings to all their shipmates in Britain from Down Under.

ANZAC Day

MEMBERS of the Canberra branch in Australia have taken part in the annual ANZAC Day Parade and Service.

The ceremonies were focused on the Royal Australian Navy Memorial and the Australian War Memorial in the Australian Capital Territory.



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The Association is for all serving and former officers, men and women of the Royal Navy, Royal Marines, WRNS, QARNNS, the Royal Fleet Auxiliary and their reserves.

For details of RNA membership, please complete the slip below.

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82, CHELSEA MANOR STREET, LONDON. SW3 5QJ
www.royal-naval-association.co.uk



● Actor Alex Ferns talks to 2SL Vice Adm James Burnell-Nugent

Picture: PO(Phot) Gary Davies

...said the actor to the admiral

ACTOR Alex Ferns talks to the Second Sea Lord Vice Admiral James Burnell-Nugent during a break from filming for the new Naval TV series *Making Waves*.

Filming has now finished on the new Carlton TV drama series that is set on the fictional frigate HMS

Suffolk, played by real Type 23 HMS Grafton.

The series, that cost in the region of £6 million to produce, charts the lives and adventures of the men and women who live and work on the Type 23, plus a look at the lives of their families ashore.



Military music extravaganza at Portsmouth

PORTSMOUTH will come alive with the sound of military music at a free festival on Saturday June 28.

This will be the first time that the Royal Naval Volunteer Band Festival is being staged outside a Naval establishment, and the public will be welcome to see the contest around the Guildhall area in Portsmouth centre.

Organiser Capt Andy Henderson RM said: "Interest in RN volunteer bands has increased over the years which is why we are holding this year's festival in a bigger venue and one which is open to the general public."

"With nine volunteer bands, the RN Pipers Society and our guest

band from Germany, it promises to be a day of outstanding music-making and fun – and it's completely free."

Marching displays will take place in the Guildhall Square from 8:30 in the morning, and the concert performances will be held in the Guildhall Theatre through the afternoon.

Shout goes out for RFA Association

THE ROYAL Fleet Auxiliary Association (RFAA) is keen to build up its membership, looking to involve anyone serving or who has served in an RFA, including RN personnel. Call 01434 240629.

WOs gather at HMS Collingwood

THE THIRD annual Warrant Officers conference took place at HMS Collingwood in early June.

The main aim of the conference was to update personnel on current and emerging issues covering all aspects of Naval life, with an overarching theme of manning and retention.

The Second Sea Lord Vice Admiral James Burnell-Nugent offered the opening address for the conference, and during the course of the day current issues were debated and valuable information shared.

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● 23rd Destroyer Flotilla Association lay a wreath in Normandy

Monuments set in stone for ships and submarine

AS MEMBERS from the 23rd Destroyer Flotilla Association travel to a Normandy village to pay their respects to a monument set up by the members, an appeal has gone out from the Dorset Submariners Association to establish a memorial stone for submarine HMS Sidon.

Sidon was lost on June 16, 1955, when it suffered the explosion of an experimental torpedo while alongside HMS Maidstone at Portland Harbour.

In the accident 13 men lost their lives; they are buried at the Royal Naval cemetery at Portland, but apart from their headstones there is no other memorial.

The Dorset branch of the Submariners Association are keen to have a memorial stone in place for the fiftieth anniversary in 2005.

They would welcome contact from any members of the crew of the Sidon at the time of the accident, their families, or anyone involved in the salvage and rescue operation.

If you can help, contact Brian Hodder on 0130 853769 or brihod@btinternet.com.

The little village of Hermanville-sur-Mer welcomed the 23rd Destroyer Flotilla memorial to those who died liberating Europe. The village maintains the site as a fitting tribute to their memory.

The monument stands over Sword Beach, where two ships of the 23rd Destroyer Flotilla were lost, the Norwegian-manned HMS Svenner and HMS Swift.

At the recent reunion of the Association, Billy Swift of HMS Scourge, David Cottrell and Frank Batterham, both of HMS Swift, laid wreaths as a mark of respect.

This is believed to be the only Naval monument to the Destroyer men who took part in the invasion of Normandy.

Speedy recovery on offer at HMS Heron

HMS HERON'S Medical Centre has seen the opening of the first fully-functional Primary Care Rehabilitation Facility in the Royal Navy.

The centre aims to speed up patient recovery, promoting their return to full fitness.

Patients at the unit are provided with a treatment plan by a physiotherapist, then an exercise rehabilitation programme by remedial instructors.

Although the facility has just been established, plans are already in hand to expand the staff to three physiotherapists and two remedial instructors.

The facility is an outstation of the regional military rehabilitation centre based at HMS Drake in Plymouth.



TV at sea becoming a reality

THE NAVY is putting a bid in to secure funding for the purchase and support of satellite TV antennae for all RN and RFA surface ships – excluding the smaller vessels such as P2000s.

Trials of these TV antennae on Type 22s, 23s and 42s are about to begin, balancing the need for good picture reception with the existing equipment fit and the ship's ability to fight.

Current provision for surface ships is a fixed satellite TV antenna and Sky decoders for use when alongside in UK ports, and deploying ships around Northern Europe, the Mediterranean and the Gulf are given additional decoders to receive two BFBS channels alongside in foreign ports.

In addition to this existing provision, the Television Over MilSat (TOMS) project has already been signed up to by the MOD to supply a single channel of recreational and news programmes to all SCOT (the name for the receiver system) fitted ships over the military satellite system.

Ships already part of this scheme include carrier Ark Royal, Type 42s Edinburgh, Liverpool, York and Type 23s Norfolk and Richmond, and the TOMS scheme is in the process of rolling out to SCOT-fitted frigates and destroyers going on deployment.

New scheme makes health top priority

A NEW initiative, the Defence Health Programme (DHP), has been launched to improve the delivery of medical support to military operations while improving the general health of the British Armed Forces.

The scheme aims to deliver the maximum number of Service personnel fit for task as required by Commanders.

The first year should produce an immediate improvement, and seeks to deliver significant improvements in health in the mid to long term.

Unique coin at the heart of Gannet restoration

AT THE Historic Dockyard Chatham, Naval traditions were brought back to life during the stepping of the first mast on HMS Gannet 1878, Britain's last sloop of Queen Victoria's Navy.

Tradition holds that when stepping the first mast, the shipwright places a coin of the year under the base of the mast. The special £5 coin commemorating the Queen's coronation fitted the bill a treat.

HMS Gannet 1878 is listed among the nation's core collection of historic ships and £3 million has been secured from the Heritage Lottery Fund for her restoration.

This process is nearly complete, and she will soon be opening as a visitor attraction to join the two others HMS Cavalier and submarine Ocelot at the Chatham site.

The Historic Dockyard was among four British museums to receive recognition at the European Museum of the Year Awards 2003 held in Copenhagen.

The museum was recognised in the Judges' Report for the interpretation of a very large site and the use of its volunteer force.



● The Whirlwind XA870 flies over HMS Protector off the Falkland Islands in 1955

Protectors of endangered helicopters

A WHIRLWIND Mk1 helicopter from Antarctic patrol ship HMS Protector in the 1950s has been restored by a Yorkshire group.

The Yorkshire Helicopter Preservation Group saved XA870 from possible scrapping for display at her new Aeroventure home at South Yorkshire Aircraft Museum in Doncaster.

One of the helicopter's former pilots, Lt Mansfield Spong, was on hand to greet his old companion.

Lt Spong was Commanding Officer of Protector's ship's Flight during the 1955/56 commission.

This period saw one of XA870's more famous exploits when in January 1956 a distress call was received from the mv Theron stuck in pack ice in the Weddell Sea of Antarctica.

Sir Edmund Hillary and other members of the

Trans-Antarctic Expedition were trapped until HMS Protector and her helicopters guided it out of the pack ice and to a safe rendezvous with the ice-ship.

The helicopter was one of only ten of its mark built in the 1950s and began its service life in Malaya in 1954, before returning to the UK and joining ice ship HMS Protector.

XA870 left the Naval service in 1976, and had been put on display at a theme park in Helston. The aircraft was given to the Yorkshire enthusiasts earlier this year, but subject to one proviso – the extraction of the aircraft from a room through a 6ft 5in square door.

Careful work with a Still-saw split the airframe in two halves, which fit through the gap with only half an inch to spare.

With XA870 restored to her full glory, the group are now turning their attention to their next Naval project, a Mk9 Whirlwind helicopter XN386 from HMS Endurance.

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Navy on top Down Under



● The Royal Navy (playing in white) were particularly strong in the line-out

THE ROYAL Navy rugby squad bounced back from the disappointment of defeat by the Army to maintain their monopoly of the Commonwealth Cup against the best of the Australian and New Zealand navies.

A 37-strong RN Rugby Union squad of players and support staff, led by RNRU chairman Capt David Pond, got in the mood for the tournament on arrival in Auckland by watching a Super 12s match between the local Blues and the Wellington Hurricanes.

The tourists were officially greeted the following day at the NZ Defence Forces' Marae or 'welcome house' in a ceremony which included the traditional Maori rubbing of noses.

A brief trip 200km south to the thermal spa town of Rotorua allowed the party to unwind from the long flight, but they were back in Auckland for the Cup opener between the Aussies and the Kiwis,

a fast, bruising match which the Australians won 21-18.

Type 23 frigate HMS Marlborough, part of Naval Task Group 03, arrived in Auckland on the morning of the Royal Navy's first match, providing welcome extra support as the British took on the Royal Australian Navy, the match ball having been delivered by Marlborough's Lynx helicopter.

In all-white kit, with main sponsors VT Group prominently displayed on the front of their shirts, the British team piled on the pressure in the first half, having two drive-over tries disallowed as the ball was held up.

Brief breaks by the RAN team were swiftly broken up, although the Aussies put over a solitary penalty to lead 3-0 at the break.

With the hosts joining Marlborough in cheering on the RN, the backing was rewarded in the 50th minute when flanker Capt Matt Parker, winger AEM James Hearsey and centre Mne Neil Williams produced a flowing move to set up a ruck.

The RN were penalised but won the scrum against the head, and the Australians were penalised for collapsing it. The resulting line-out was driven over the line for hooker LA Jan Laity to touch down, with scrum half AEM Dave Pascoe converting.

Although the pressure was still on the Australians, try-saving tackles from S/Lt Michael Cox were needed to keep out occasional raids, before Surg Lt Mike Corder added another try at the end of an irresistible drive.

A defensive lapse allowed the opposition in for a converted try, but a penalty by Pascoe opened up a five-point lead with ten minutes to go.

A poor line-out saw the Australians rampage down the



● The Royal Navy (white) spin the ball out against the Aussies

flank for an unconverted try, tying the scores at 15-15 with two minutes remaining.

Back in the Aussies' 22, a defensive knock-on led to an RN scrum, and from the resulting line-out an Australian was penalised 20 metres out in front of the posts. Pascoe effortlessly slotted over the kick to claim the victory.

AEM Dan Parkes was named Man of the Match for the RN.

Based at HNZMS Philomel, the RN squad took advantage of the unseasonably warm weather and magnificent hospitality to ease aching muscles after the match and prepare for the New Zealand game.

The hosts' pre-match haka was answered by a well-rehearsed *Hearts of Oak* from the

Marlborough contingent, and again the ball was airlifted in by Lynx.

The RN had to soak up early pressure but Pascoe put them on the scoreboard with a penalty, and a rapid break by full back Mne Spencer Brown led to an unconverted try by centre OM Dave Jones.

Kiwi attacks were repelled, and from a scrum some inventive play between the backs led to a try by Brown, with Pascoe converting.

With two new props on to counter the powerful NZ front row, the RN kept their composure through a scrappy period of play and went further ahead when RN Man of the Match Brown scorched through two tackles.

The hosts turned the screws and camped in the RN 22, scrumming down repeatedly in an effort to breach the tiring British defence, and got their reward with an unconverted try on the wing, leaving the RN 20-5 up at the break.

The second half saw more open play, and the Kiwis scored in the 48th minute. A series of substitutions for injuries seemed to have unaffected the RN balance, but another NZ try brought the score to 20-17.

This prompted a renewed assault on the NZ line, and after a series of drives and probes – and a disallowed try – Sgt Bob Armstrong touched down for the final score of the match.

The South African Navy sent an observer to the tournament, and it is hoped that the next event, in 2006, can be expanded to include the South Africans.

The Royal Navy RU, which has held the Cup since its inception in 1997, was also sponsored by Southwest Sea Foods, Marine Developments, Connolly Leisure and the Sports Lottery.



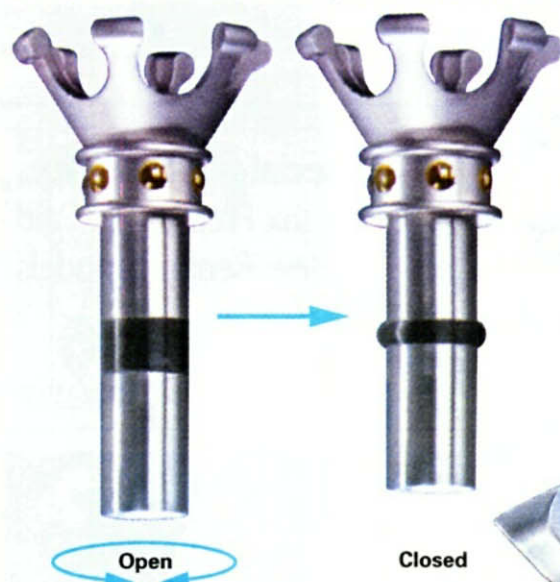
● Winger Mne Richard Neve takes on his opposite number in the match against the Royal Australian Navy



● The touring party thoroughly appreciated the vocal support provided by HMS Marlborough, visiting Auckland at the time as part of Naval Task Group 03

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Get your skis on!



Racers find a new home in Les Menuires

THE CLOSING ceremony of the RNWSA Championships this year signalled the end of an era for Navy skiing in Les Arcs.

Lottery lends a hand

THIS year the RN Sports Lottery will for the first time be providing a grant for Lottery members booking their place at the RNWSA Championships.

Each person who qualifies will be given £50 off their package price with the official tour operator, Skiworld Special Events.

Grants will be determined by the lottery tickets actually held by the member, with details supplied when booking. For details about joining the Lottery, contact the Sports Lottery Manager, Lt Bill Rosewell on 023 9272 3806.

The French ski resort has hosted the event for four years – including 2000 which saw the most successful Championships ever with over 800 personnel attending.

To maintain the challenge and cope with expanding numbers the event has traditionally moved after three or four years.

After an extensive review of suitable locations across Austria, France and Switzerland, the RNWSA selected Les Menuires for its next venue.

Said Championships Organiser Lt Cdr Chris Stanham: "It offers fantastic race facilities and unrivalled recreational skiing for all levels and abilities in the largest linked ski area in the world."

The resort nestles in a long valley above St Martin de Belleville and below Val Thorens in the Three Valleys area of the French Alps – reputedly the largest interconnected ski area in the world.

Situated at 1,850m altitude, the ski area offers huge variety for all standards of skiers and snowboarders and is ideally positioned to transfer quickly from the Vallee de Belleville to the nearby valleys of Meribel and Courchevel.

Although often overshadowed by its lofty neighbour of Val Thorens, Les Menuires quickly

emerged as a winner on all counts.

The resort featured in the 1992 Albertville Winter Olympics with the local Club des Sports hosting the Men's Slalom event.

Racing facilities remain at the cutting edge of technology – currently using satellite-based timing systems from the start gate to the finish line.

The skiing and riding is varied, extensive and caters very well for beginners (who are encouraged to attend) while challenging slopes are also available for the more experienced.

The Three Valleys has over 600km of marked pistes from 1,300m to 3,200m and more than 200 lifts.

In the Les Menuires area there are 160km of runs, with 18 per cent classified as Difficult, 52 per cent Intermediate, 30 per cent Easy.

Thanks to 1,500 snow cannons, skiing is guaranteed throughout the season, including full coverage for the Race Piste.

Like many French ski resorts, Les Menuires has a bit of an architectural hangover from the 1960s and is not the most attractive home in the Alps.

But it has good accommodation, facilities and an Olympic-standard race piste centrally located in an attention-grabbing amphitheatre.

DESPITE operational commitments both at home and abroad, this year's Royal Navy Winter Sports Association Alpine Ski & Snowboard Championships were once again a resounding success – but RNWSA President Rear Admiral Mark Kerr is hoping for even bigger and better things next year.

Around 600 turned up for what was to be the last Navy skiing event to be staged at the French resort of Les Arcs – and with the switch to Les Menuires for January 10-24 2004 the target is set for 1,000.

The Alpine Championships remains the biggest participatory event in the Navy sporting calendar and aims to encourage the stars of the future as well as the more established and experienced competitors.

As part of a thorough review, the RNWSA Committee has looked at their organisation and provision of services, making a number of changes. These included the decision to make booking compulsory through an appointed agent. Also, the contract for the provision of travel, accommodation and resort liaison went out to competitive tender.

RNWSA Chairman Capt David Goodall told *Navy News*: "The organisers have undertaken a full review of our contracts and will maintain a close watch to ensure we are getting the very best deal possible for our members."

Skiworld, who have been involved with winter sports for all three branches of the Armed Forces for many years, produced the successful bid.

In order to benefit from subsidised instruction and to participate in the races, you have to be a member of the RNWSA who have packages available for individuals, family or life membership. Lt Cdr Tony Hills is the membership secretary and can be contacted on 01400 261201 ext 5014 for more details.

The RNWSA organises Alpine races for all levels of ability, from complete beginners to the full Royal Navy Squads. Individual and Team categories are also organised, from ships and establishments to Command level.

Skiers can take part in Slalom, Giant Slalom, Super-G and Team Parallel Slalom events. Snowboarders have their own dedicated races including Parallel Slalom and Boardercross – and even Telemark, the oldest of the Alpine disciplines, is catered for.

Week 1 will feature race training and a learn to ski and snowboard program continued into Week 2 followed by serious competition and racing. Participants can therefore stay for either week or attend for the whole 'Championship' period.

This structure is arranged to allow teams to attend and train in advance of racing, novices to learn to ski and snowboard via the RNWSA's instructors, and families and other personnel to join in the atmosphere.

For more information about the event, including race entry and booking, contact the organiser Lt Cdr Chris Stanham on 01935 445894 or James Brine at Skiworld on 020 8600 1797 or by email navy@skiworld.ltd.uk

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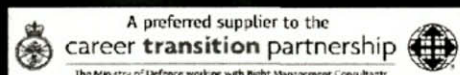
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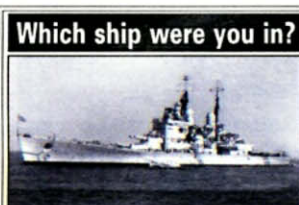
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THE NAVY'S BOATS

You've got to be careful what you call things around the Navy. Because if you call something a boat, then that is always a submarine.

There are 16 different submarines in the Navy fleet right now, but we have been using submarines for over 100 years!

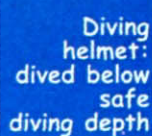
What's it mean?

You can see an exhibition that will tell you all about the Jolly Roger flags that the submarines fly at the Royal Navy Submarine Museum in Gosport.

Different symbols on the flag mean different things. Here are just a few examples...



Aeroplane: shot down an enemy aircraft



Diving helmet: dived below safe diving depth



Lifebelt: rescue at sea



Mine: laid mines



Ram's head: rammed enemy ship



Chamber pot: Chamber pots used to be kept under the bed in the days of outside toilets for when people didn't want to go out in the cold and wet to go to the loo. A chamber pot is the symbol for a very small (or piddly...) enemy ship.

Nowadays submarines come home with symbols such as axes because they fire tomahawk missiles.



Pirates of the deep

When the idea of submarines being used in warfare was first suggested, it wasn't very popular with senior people in the Navy. One man said that it was underhand and all submarines should be treated as pirates in wartime.

This unfair description meant that submariners in the early days had a tough time from other people.

But they kept their sense of humour, and in 1914 after sinking an enemy ship, HMS E-9 came home flying a pirate flag, called a Jolly Roger, which shows a skull and cross bones.

Even to this day, when submarines come home from battle, they fly a Jolly Roger to show what they have done.

Feathered and furry friends

In the early days, submarines used to carry with them animals that kept everyone on board safe.

In the same way as miners once used canaries to check the air was good down in mines, submariners kept mice - and as long as the mice were happy, they were happy.

Radios used to be very unreliable in submarines, so they would keep carrier pigeons on board that could fly home to deliver important messages.

See the very first Navy submarine

If you are fascinated by submarines, then you might want to take a trip to the Royal Navy Submarine Museum in Gosport.

You can visit Holland 1, the Royal Navy's first submarine.

Holland 1 was launched in 1901 - that's over a hundred years ago.

The reason for its unusual name is because it was named after its designer, John P. Holland.

Holland 1 was sold for scrap in 1913 but on her way to be broken up she sank.

In 1982 she was salvaged from the sea bed and now carefully preserved she is on display at the Submarine Museum.

Call 023 9252 9217 for more information or go to www.rnsubmus.co.uk.

Party with the Professor

If you've got a birthday coming up, you might want to think about getting in touch with Action Stations at Portsmouth Historic Dockyard.

Action Stations runs Professor Bilge's Rocket Workshop Birthday Party, and children spend 45 minutes with the nutty professor in his workshop building rockets.

If you are in the Young Readers Club there is a 5% discount on the party price and two adults go free.

Call 023 9289 3316 for costs and full details.



what

was the first nuclear submarine called? Built in 1954, it was the American USS Nautilus.

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One lucky reader will also win a signed copy of 'Submarines & Deep-sea Vehicles' by the director of the museum Mr Jeff Tall.

A large format book covering the history of submarines and rescue vessels from the early pioneers to the present day.

Just answer the following question.

Q: When was the first Jolly Roger flown by a submarine?

Send your answers on a postcard or email to the usual address.

Normal competition rules apply. Closing date 31 July 2003.

If you are not one of the lucky winners visit our vouchers page www.navynews.co.uk/youngreaders for your special discount.



Information on the Royal Navy Submarine Museum can be found on their website www.rnsubmus.co.uk

Where in the world...?

Royal Navy and Royal Fleet Auxiliary ships have been travelling all around the world for the past few months. Here are a few of the places they have visited...

HMS Endurance Place: New York
Country: United States of America
What's it like: Huge dramatic scenery, everything from mountains to deserts, forests to canyons
Capital: Washington DC



HMS Marlborough
Place: Cairns
Country: Australia
What's it like: Built up around the coast, the centre is mainly desert
Capital: Canberra

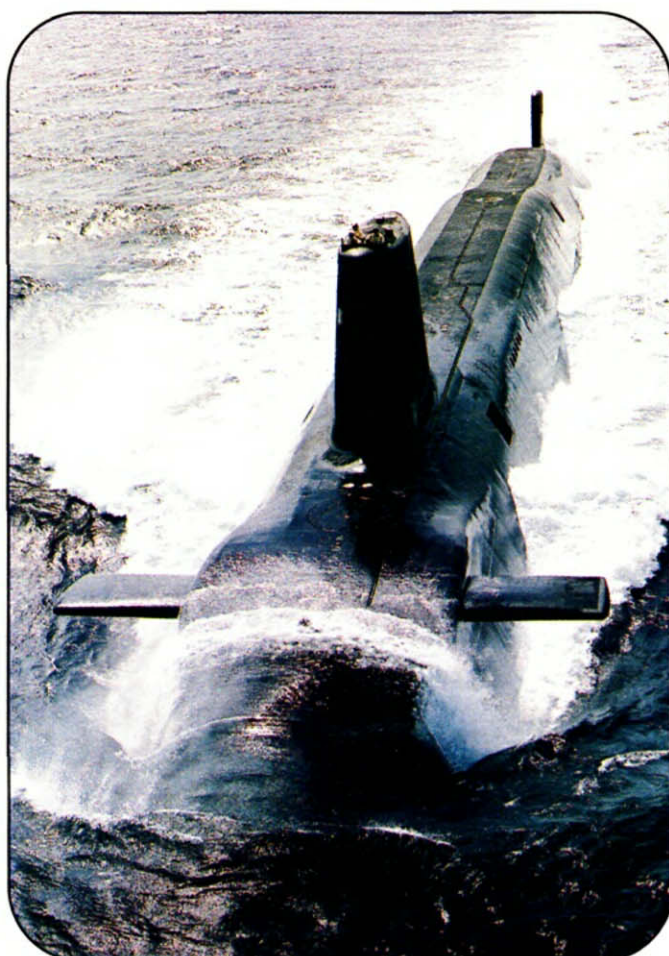
RFA Grey Rover
Place: Tokyo
Country: Japan
What's it like: Over 1,000 islands make up Japan
Capital: Tokyo

Members birthdays

Happy birthday to everyone celebrating this July:

Bayley Adams
Alex Barker
Stephanie Billing
Jacob Child
Capri Childs
Charlotte Cooper
Lucinda Davis
Hannah Davis
Joshua Davis
Daniel Desborough
Thomas Freeman
Nicholas Gazzard
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With thanks to the Royal Navy Submarine Museum for all the historic photographs



Big bombers and sleek hunter-killers

There are currently three groups of submarines in the Royal Navy.

There are seven boats in the Trafalgar class - all their names start with T - and five boats in the Swiftsure class - that's all the ones whose names start with S.

These two classes together are called hunter-killer submarines. They are nuclear-powered submarines and their job is to patrol the waters of the globe at time of war ready to hunt and destroy enemy warships and submarines. The other group of

submarines are the Vanguard class, and there are four of these.

These submarines are much bigger than their S and T class cousins, and are almost three times the length of Nelson's Column in London.

These submarines carry the nuclear deterrent, and are designed to stop anyone threatening us with weapons of mass destruction.

A new Astute class of submarines is being built right now for use later this decade. The first three will be named Astute, Ambush and Artful.



This month

1 July 1914: The Royal Naval Air Service was formed from the Army's Royal Flying Corps Naval Wing.
2 July 1950: The Korean War began
9 July 1902: Submarine A1 was launched
10 July 1987: First of the Type 23s, HMS Norfolk, was launched
13 July 1860: The last man hanged at the yardarm was Private Dalliger Royal Marines on HMS Leven in Yangtze for attempted murder
14 July 1612: The first recorded use of flags at half-mast to mark a death
15 July 1912: Naval Wing of Army's Royal Flying Corps formed
19 July 1588: The Golden Hind sighted the Spanish Armada and brought word back to warn Sir Francis Drake who was famously playing bowls at the time
19 July 1779: Fruit juice ordered as a cure for scurvy
20 July 1545: The Mary Rose capsized and sank off Portsmouth - her raised remains can now be seen on exhibit at Portsmouth Historic Dockyard
22 July 1903: First Royal Navy School of Music opens
27 July 1953: End of Korean war
28 July 1914: First successful aerial torpedo drop from a Short 81 Seaplane
30 July 1948: Flogging removed from the list of Naval punishments
30 July 1970: The last ever issue of the Navy's tot of rum

when was the first submarine built? Dutch inventor Cornelis Drebbel built a vessel that could stay underwater for up to 15 hours out of a leather-covered rowboat in about 1620.

A reindeer submariner?

Unlikely as it sounds, one of the Navy's submarines was once home to a reindeer.

This was during World War II when HMS Trident visited Russia.

The Russian Admiral gave to the Commanding Officer of Trident a baby reindeer Pollyanna as a gift for his wife.

But on her way back to the UK, Trident was called into action against the enemy.

By the time they got home, Pollyanna had grown so big and her horns so long that she could not get off the submarine.

In the end, they had to saw the tips off Pollyanna's horns (don't worry, it didn't hurt her) and led her off the submarine through the torpedo loading hatch.

Pollyanna then went off to live the rest of her life at London Zoo.

Up, up and away



There was once a Royal Navy submarine that was converted to work as an aircraft carrier.

The M-class submarines of 1919 were originally designed to carry a massive 12-inch gun on their tops.

But the gun was taken off the M-2 and a watertight hangar built in front of the conning tower to be a home for a

fold-up Parnell Peto aircraft.

The M-2 was commissioned in 1927 but she was not to serve for long. In 1932 she sank, with all lives lost, when the aircraft hangar doors were opened too early and the submarine flooded.

The first submarine to carry an aircraft was the E-22 in 1916, but this first experiment was not a success.

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What do you think you do with Potmess? Well, you eat it! It's Naval slang for stew. Next month we'll be telling you all about food in the Royal Navy.

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Sea Cadets

Serving time in Scott for lucky six

● HMS Scott with (iset) Cadet Fleur Glancey serving dinner to Commodore Charles Stevenson, Director of Naval Surveying, Oceanography and Meteorology in the ship's Wardroom.



SIX Sea Cadets from Maidstone have had a taste of life at sea during time spent on board their namesake Plymouth-based ocean survey ship HMS Scott.

Three cadets from TS Scott joined the ship in Soudha Bay, Crete for passage to Gibraltar where they were replaced by three others for the home voyage to Plymouth.

During their time onboard the Cadets took part in a number of tasks, including cooking in the galley, seamanship duties, bridge watchkeeping and serving dinner to the officers in the Wardroom.

HMS Scott has recently completed survey operations in the Indian Ocean and the Gulf of Aden. Details of the seabed picture obtained are used by the UK Hydrographic Office in Taunton to produce Admiralty charts for both military and commercial use.

Since leaving Devonport last October the ship has surveyed over 26,000 nautical miles – the equivalent of well over one complete trip around the world. Using a state-of-the-art sonar system, HMS Scott is capable of gathering data in a swathe of up to 21 nautical miles wide down to the deepest parts of the ocean.

Following a short maintenance period, she sailed to continue survey work in the North Atlantic – leaving behind a cheque for £620 for the Scott Hospital in Plymouth, raised by various charity events during her last deployment.

HMS Scott is the Royal Navy's largest survey vessel. Launched in 1997, she has a ship's company of 63 and uses a three watch crew rotation system which allows her to remain available for operations on over 300 days each year. A crew of 42 are on board at any one time, while the remainder are either taking leave or undergoing training back in the UK.

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'TREMENDOUS SUPPORT' GENERATED

Waltons win by a nose in Canada Cup contest

IN A hard-fought contest, Walton-on-the-Naze outpaced stiff competition to emerge as Britain's top Sea Cadet unit.

The Walton crew pipped St Albans to the post to win the Corps' highest honour, the Canada Trophy, awarded annually to the best performing unit.

But there was consolation for the top troika – runners-up St Albans receive the Thomas Grey Memorial Trophy and third placed Wallasey get the coveted Commodore's Cup.

It was the Waltons who really shone, though, putting on a sparkling performance for the inspection team which included the Commodore of the

Corps, Cdre Roger Parker, and Director of Training Cdr Martin Pickering.

Tension ran high during the annual event when the six finalists, winners of the Area heats, raised their game to go for the big prize. Also in the lists were Greenock, Exeter and Reigate.

After his whistle-stop inspection tour, Cdre Parker told Navy News: "The standard was very high this year. It was a very close contest, but Walton-on-the-Naze just had the edge and are worthy win-

ners. But the one thing which really stood out for me at each event was the tremendous public support the units generated.

"At Exeter more than 200 people turned up on the night to support the Cadets."

□ The annual Canada Trophy competition is a time honoured tradition dating back to 1947 when the trophy was presented by the Navy League of Canada to commemorate the first ever visit of Canadian Sea Cadets to Britain.



Double take twice!

FOUR sisters serving in one unit (TS Collingwood, April issue) is pretty good – but TS Aberconwy has a set of identical quads!

Causing endless confusion on camps and courses with the Conwy County Unit are the Grey sisters, Sophia, Rebecca, Elaina and Louisa.

So far as we know they are the only identical quadruplets in Navy uniform – or any Service uniform, come to that – anywhere in the world.

Says their Commanding Officer CPO Steve Williams: "After over a year I still have trouble telling them apart, so if I need one of them I say the first name that comes into my head and wait to be corrected. Sometimes I get it right . . ."

The girls have just celebrated their 13th birthday – on, would you believe it, May 13!

Zimbabwe unit was 'running on empty'

SEA Cadets have launched an "all hands to the pump" appeal to bale out beleaguered shipmates in Zimbabwe.

When the cry for help came from TS matabele, struggling to stay afloat in the strife-torn African nation, units around the country went into action to start a rescue fund.

In no time the campaign topped £1,500 and much-needed financial support was winging its way to 'The Big Zee'.

The SOS came from Lt Cdr(ZSCC) Peter Rollason, struggling to keep his crew intact in the face of soaring 200 per cent inflation and major shortages of food and fuel.

Yet despite the trials and tribulations of everyday life, the indomitable Sea Cadet spirit lives on with over 30 Cadets keeping the flag flying, Navy-style.

Said Peter: "We are just so grateful for the UK appeal. Until help arrived we were running on empty – now our morale has received a tremendous boost and our cadets are as enthusiastic as ever."

The appeal is still in full swing, so if you would like to help TS Matabele make it against all the odds, send a donation to

Zimbabwe Sea Cadet Appeal at Sea Cadet Headquarters, 202 Lambeth Road, London SE1 7JF.

Now the fun gets serious

SEA Cadets are getting serious about their fun – with a bumper crop of top-notch qualifications.

The Corps is outstripping the Army and Air Cadets in the newly introduced CVO (Cadet Vocational Qualifications) stakes with 80 signed on and 30 already awarded the BTEC Diploma in Public Service (equivalent to four GCSEs).

Said CVO Marketing Manager Shara Spear: "Sea Cadets have taken to the scheme like ducks to water. Now we hope their enthusiasm will encourage other cadets to come aboard."



Duke opens Cornwell Centre

AS ADMIRAL of the Sea Cadets, the Duke of York opened the new Cornwell VC Cadet Centre in East Ham.

It is now the home of TS Chester as well as 282(East Ham) Squadron ATC and 43 Cadet Battery RHA ACF.

The £800,000 centre was built by the Reserve Forces and Cadet Association and is named after Boy Seaman Jack Cornwell VC, who died of wounds after serving in HMS Chester at the Battle of Jutland.

Jack Cornwell is buried in nearby Manor Park Cemetery. The brass plaque from the deck of HMS Chester, marking where he fell, has pride of place in the Parade Hall.

Each Unit has two classrooms, an office and a store room for their sole use. There is also a shared classroom and a grassed area for rigging tents. The building also incorporates a four-lane 25m .22 rifle range





Sport

Club seeks history of competition

A YACHTING contest which seems to have faltered in the 1980s has been resurrected by a Royal Fleet Auxiliary ship – but organisers are seeking a full set of results dating back more than 50 years.

In 1951 HMS Mauritius presented a cup to the Karachi Yacht Club to be sailed between the KYC and Royal Navy, but the last such match appears to have been in 1987.

This year forward repair ship RFA Diligence took up the challenge, but the KYC retained the trophy.

The Commodore of the yacht club is keen to keep the revived competition going, but the plinth for the trophy has been mislaid, and the Naval Attache and Air Adviser in Islamabad, Capt Andrew Welch, has appealed to anyone who has dates, ship names and results to pass them on to his relief, Col Mark Bibbey RM at mark.bibbey@fco.gov.uk so that he can help reconstruct the history of the competition.

Clean sweep

FIRST prize in the Tri-Service rugby draw went to Capt Tim Harris RN, who wins £2,000 of travel vouchers.

Second prize was two tickets to the England v Ireland match at Twickenham next March, won by Capt D.G. Mather RN, and Martin Scott of HMS Sandown won third prize – two tickets for England v Wales in the same month.

Fourth prize, completing a clean sweep for the Navy, went to SR Sandford of HMS Roebuck, who won £50 of High Street vouchers.

4-1 victory rounds off great year

THE Navy boxing squad has rounded off an outstanding season with another win – a 4-1 victory over a Scotland Select.

The Navy's national champion Mne Mick O'Connell and Combined Services champion OM Mac McDonald were given walkovers after their opponents failed to show, while Mne Dave Tang took less than two minutes to knock out his man.

AEA McElwee won his bout on a unanimous decision.

Top billing on the night went to the bout between Mne Jim Cusick and Great Britain Under 21 champion Willie Billans, unbeaten in three years – a contest which drew local and national media as well as Scottish national selectors.

Cusick attacked from the bell, showing no respect to his opponent's reputation, and four rounds of amateur boxing at its best brought a standing ovation and the best bout of the night award.

Cusick lost by a single point, but the defeat was tempered by his instant selection for Scotland in a match against Ireland for his international debut (see right).

The season has seen Navy boxers

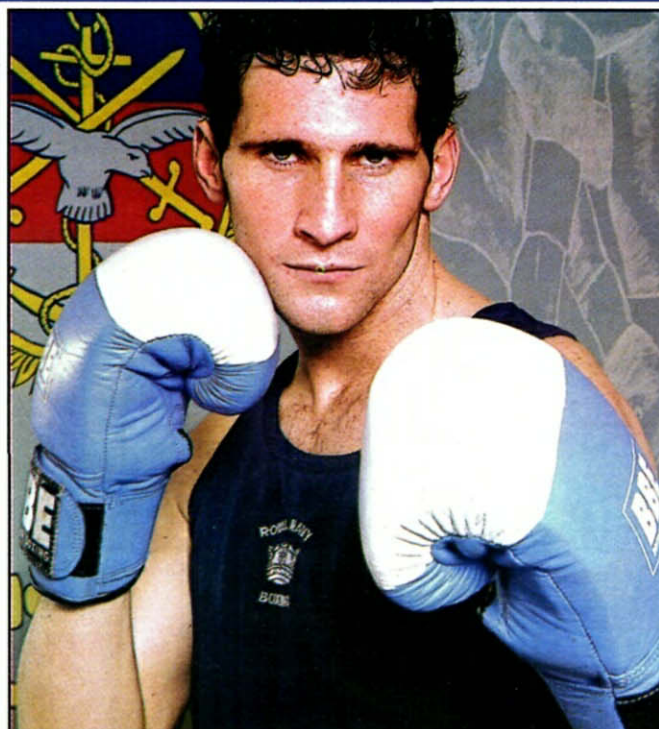
rewarded for three years of graft by almost unparalleled success.

Every man has a national ranking, three have international caps, one man took the national ABA heavyweight title, and they defeated a top-class Army team.

This season's results: v Home Counties, won 7-1; v Western Counties, won 6-1; v Southern Counties, won 8-1; v London Select, won 3-2; v Australia Select, won 7-6; Inter-Service Championships, won 2-1; v Irish Police, won 5-4; v Army, won 3-2.

International honours: Lt Micky Norford (HMS Raleigh), international referee; POPT Q Shillingford, England ABA Advanced Coaching Course; Mne Dave Tang (RM Poole), Wales international; Mne Mick O'Connell (RM Poole), England international; Mne Jim Cusick (RM Poole), Scotland international; OM Neil Suku (HMS York), England squad; OM Shaun McDonald (HMS Invincible), England squad.

THE RNBA has publicly thanked all ships and units for releasing boxers, allowing the Navy to build one of the best squads in the country.



● Mne Jim 'The Thin Destroyer' Cusick

Debut win for the Thin Destroyer

ROYAL Marines Commando Jim Cusick grabbed his international chance with both fists as he beat Irish champion and European No 7 Alho Carlisle, staking a claim for a shot at the Commonwealth and Olympic Games.

The Thin Destroyer started at a ferocious pace, and an explosive hook sent the Four Nations champion reeling into the ropes in the first round.

After an even second, Cusick upped the tempo to an

amazing pitch in the third as his opponent started to feel the pace.

Relentless pressure in the fourth saw the Irishman covering up and holding, and in addition to the victory, Cusick was also chosen as best technical boxer and best bout.

Navy boxing coach Q Shillingford said that in the space of three seasons Cusick had worked very hard to develop from a good club boxer to a full international.

Triathlon titles are decided

MORE than 30 Navy triathletes converged on Hullavington for the inaugural Inter-Services duathlon championships, which also incorporated the RN championships.

After the first 5km run POPT Sean Childs (HMS Raleigh) was the highest-placed Navy athlete in fourth, with Lt Graeme Riley (Abbey Wood) 20 seconds back.

POWTR Vicki Norton was the first RN lady to complete the run, lying second to the Army No 1.

In the 21km cycling Childs made ground on the leading pack and came back into the transition area just leading, but on the final 5km run the leaders were joined by another Army athlete 2km out, and Childs had to settle for third place and with it the Navy title.

CPO Jason Sawyer (HMS Heron) took 14th place, second in the RN, from a fast-finishing Sgt Mike Beaton (CTCRM) in 15th.

LD Billy Holman (FDU) became Veteran Over-35 champion and Mne Joe Kerrigan (RM Stonehouse) took the Over-40s.

In the women's race, Norton was second, taking the RN title. POWTR Lindsey Gannon (Portsmouth NB) was fifth and RN Over-35 women's champion.

The Navy finished runners-up to the Army in the Senior Men, Veteran Men and Women events.

Elsewhere, Msn Phil Sykes (HMS Nelson) was tenth in the Goodwood Duathlon, with Billy Holman finishing 19th, ex-PTI Mr Steve Stretch was fifth in the Crownpoint Duathlon, while Sean Childs retained the Hereford Duathlon title. Lt Stuart Dodd (RM Poole) was 28th at Winchester and CPO Chris Vellacott finished 27th at the Taunton Deane Sprint.

A number of Navy triathletes entered the Volcano Triathlon while training in Lanzarote. Vicki Norton finished fifth, while Lt Paul McDermott (HMS Dryad) was highest-placed male in 69th.

Mike Beaton and Jason Sawyer ran for GB Age Group teams in the World Long Course Triathlon in Ibiza, finishing 78th and 166th.

At the National Duathlon Championships in Swindon, Sean Childs was ninth in the Elite Wave with Diver Sean Dunstan (HMS Hurworth) tenth in his age-group.

The Inter-Services Standard Distance Triathlon Championships will be hosted by the Navy at Sherborne Castle on July 30.

Further information from POPT Sean Childs (HMS Raleigh) on 9375 41393 or 41394.

Honour for referee

AN OFFICER from HMS Raleigh has been selected to referee as England's representative at the Junior Olympic Games in Louisiana, due to take place as

Navy News went to press.

It is seen as the ultimate recognition for Lt Micky Norford, the training establishment's PT and Recreation Officer, the Royal Navy's most senior referee – and a former RN and Combined Services champion from 1979-81.

This season Micky has refereed matches between England and France, England and the USA, and officiated at two major European tournaments in Poland and Finland.

He was also selected to referee at the recent ABA national finals at York Hall, Bethnal Green in London – the same event where Mne Mick O'Connell won his title.

Twice as nice

A NAVY Senior Rate has completed a double triumph as Weymouth Hockey Club manager.

WO Tam McHale's team won the Hampshire League title on the last game of the season.

They then went on to win the English Hockey National Vase final for the second time in three years, beating Old Bordenians 4-0.

Winning start for squads

THE NEW rugby league season got into full swing during June with convincing wins for both the RN First XIII and the Royal Marines corps side.

A full 13-a-side 'friendly' was played at HMS Sultan between the RN and the Gosport and Fareham Vikings which saw the Navy run out 40-26 winners.

The Navy played some terrific open rugby to dominate most of the match, but tries either side of half-time showed the Vikings were not going to give up without a fight, and a three-try spell in the last quarter gave the scoreline a better look from the civilians' point of view.

The first half paved the way for the Navy victory with tries from Neil Chapman (two), Fijian Atuwaia Vuniwaqa (two) and Brett Lee, with four goals from Scott Partis.

The second half was more even, but a try apiece from Partis and man-of-the-match Jordan James, plus

two further goals from Partis, sealed the result.

The RM side had a satisfying start to the season with a resounding 52-0 demolition of the RLC at Chivenor.

The Royals took the initiative and applied pressure from the start, with early tries from Smudge Smith and Taff Rossiter being converted by Jamie Goss.

A three-try blitz just before the break killed the game at 30-0, and the Royals maintained the pressure after the break with four tries from Jamie Goss (two), Ginge Sullivan and Paul Wood, with Goss kicking three conversions.

A great display of aggressive attack and sound defence were the foundations for the win under new captain Jake Robb, and a personal tally of 28 points saw Jamie Goss take the man of the match trophy.

July sees a busy month for the RNRL, with the RM competing in the Middlesex Nines on the 6th, and July 16 seeing the Inter-Command competition being held for the third and possibly final time at HMS Dryad.

With several major units returning from operations, organiser LPT Jay Murphy is hoping for a big turn-out at this popular and fiercely-competitive tournament, in which the Royals will be looking to make it three wins in a row.

To round off the month, the full Navy squad travels north to face the GB Police in the SCC competition at the Shawcross club in Dewsbury on July 24.



HMS Nelson beat HMS Sultan in the final set of the third rubber to take the Chilcott Cup in the Portsmouth Command tennis championships.

The winning team, pictured left, is (from front): Lt Charlotte Bull, WO mark Cleeve, Lt Cdr Nigel Bowen and Lt Cdr Andy Griffiths.

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RN women go so close

THE Royal Navy women's football team faced their toughest challenge of the season with the Inter-Services competition.

The Army beat the RAF 3-0 at Aldershot in the opening match, and the beaten team hosted the Navy, sponsored by NAAFI, at RAF Halton for their next match.

Although 2-1 down at half-time, a nailbiting second half saw the visitors draw level before a net-buster clinched a 4-3 win; goalscorers were OM Julie Hewitt (3) and LWPT Lisa Farthing.

The final match saw the Army requiring a win at HMS Temeraire to retain their title, and in a close game they duly notched a 1-0 win.

Navy caps were presented to OM Julie Hewitt, OM Mich Garratt, CH Lou Clarke and MEM Sian Werner (nee Blundell), while POPT Mich Bowen, POAEA Marisa Dryhurst and MEM Sian Werner won Combined Services caps.

OM Julie Hewitt was chosen by her team-mates as the Navy's most influential player of the series.

CPO Frankie McQuarrie wore an RN shirt for the final time – she leaves the RN next year.

Heron rugby teams set new benchmark

RUGBY players from HMS Heron have delivered the best season in the club's history.

The season started with POPT Shiner Wright as team manager and PO Lucky Luck as team captain, and the team could not have asked for a better start, playing in the annual Naval Air Bambara Tournament held at their own ground.

The hosts beat both Cudrose and Sultan to claim the trophy – and get an early taste for success.

LPT Derbs Derbyshire then joined HMS Heron from PT qualifying course 44 and took on the role of team manager, although his subsequent involvement with Operation Fresco meant that the role of team manager would be shared between Derbs and Shiner for the rest of the season.

Next on the fixtures list was the Lambs Navy Cup, which saw Heron beat HMS Dryad, HMS Exeter and HMS Caledonia

to claim a place in the final, staged at the Rectory in Devonport, against BRNC Dartmouth – a repeat of the previous year's final.

This time the result went the way of the air station, with a closely-contested match ending 23-20 in their favour.

The next trophy in the cabinet was the Portsmouth Area Cup, in which Heron dominated HMS Collingwood to win 30-12.

The prolonged cup runs meant Heron had to squeeze in league games as best they could, and having lost only one league game all season the team won the Division 2 title.

The last major tournament of the season was the only one which ended in relative failure – Heron reached the final of the Division 1, 2 and 3 Cup, and were beaten by a strong SEME Bordon side 9-8, the game being won by the last kick of the match.

The most successful season ever was celebrated in due style at the club's annual dinner and presentation evening

Champion account of Blues' title

NAVAL imagery has been well to the fore this season as Portsmouth Football Club rounded off a stunning campaign with promotion to the Premier League as Nationwide Division One champions.

The national media just can't resist references to broadsides, the Nelson spirit and so on – but for an in-depth and readable account of the transformation from relegation candidates to champions under the canny Harry Redknapp, *Sleeping Giant Awakes* by Pat Symes (*The Parris Wood Press*, £14.95) is one to look out for.

Illustrated by action shots and portraits by Mike Walker, the book captures the excitement as the Pompey bandwagon gathered speed, interspersing off-field events with match reports.

Symes has been covering Portsmouth matches for national newspapers, radio and TV for 25 years, while Walker has been a Fratton regular since the 1950s.

And yes – there is a picture of ambitious chairman Milan Mandaric in front of HMS Victory with a suitable Senior Service caption, reinforcing the link between the Royal Navy and the Royal Blues of Pompey.



● From left: POPT Shiner Wright, PO Ian 'Lucky' Luck and LPT Derbs Derbyshire

Fast boats win prizes

THE RN women's rowing squad has had an impressive winter's racing.

Early in the season the Senior 3 pair, Karen Allsford and Louise Thatcher, finished third out of eight at the pairs Head of the River, only losing to two strong Oxford University crews.

In the Fours Head Karen, Louise and Bryony Carpenter teamed up with an Army sculler to finish in the top 100 out of 500 crews – beating the RAF.

Five RN women – the above, plus Louise Gavin and Danelle McKenna – were in a Service Eight that finished 42nd out of 120 crews in their division.

The men's and women's crews started summer racing with a vengeance in a 'Joint Services Regatta', where the RN took silverware in six of the 12 events.

Peter Harford-Cross became Inter-Service Sculling Champion for 2003.

Potential rowers should contact OM Adam Mayes (HMS Middleton) or Lt Louise Thatcher (HMS St Albans).



● Karen Allsford and Louise Thatcher in the pairs Head of the River

Sean takes laurels for cross-country

THE FINAL rounds of the SW United Services Cross-Country League have been completed, with more than 270 athletes having taken part in the seven rounds.

Round 6 consisted of a very tough circuit over undulating terrain at RNAS Cudrose, but Stuart Hall (Devon Fire and Rescue) pushed the pace from the start and won comfortably from POPT Sean Childs (Raleigh) and PO Pete Waumsley (Drake), while Hall's team beat CTCRM.

Sharon Coyne (Cudrose) easily beat Flt Lt Wendy Houvenhagel (RAF St Mawgan), and the Cudrose team beat BRNC.

The final round was held on the punishing Dartmouth course, with Hall and Childs again finishing first and second, with Maj John

Ryan (CTCRM) third. The top two ladies and team placings were as at Cudrose.

Final league placings saw Childs take the men's title from civilians Gary Coles and Mark Bird. Lt Cdr Gary Marson (BRNC) won the V40, Larry Clarke (Drake) the V50 and OC Jonathan Wright (BRNC) the U20.

Devon Fire and Rescue took the title from BRNC.

Coyne narrowly won the ladies' title from Houvenhagel as well as taking the V35 category, with Lesley Richardson (Cudrose) first in the V40 and Jane Vannoey (BRNC) top U20. Cudrose retained their title, beating BRNC.

The series restarts in early October – details from POPT Childs on 9375 41393 or 41394.

Air shots are gripping

THE ANNUAL Naval Air Command Championships provided exciting golf at the China Fleet Club.

In near-perfect conditions, AEM Al Turkington and CPO Paul Morton took the betterball stableford pair, while PO Tomlinson took the stableford.

In a nailbiting finish to the main two-round medal format event, AEM Mark Thwaites came from nowhere to take the 2003 NAC title.

The net event went to George Stevenson of Serco Aerospace, while RNAS Yeovilton took both gross and net team events.

The competition was sponsored by SERCO, the Sports Lottery, Augusta Westland, Aramark, BAE Systems, NAC Amenities, the CRO and the PTRO.

Top guns do battle

YEOVILTON and 771 NAS proved top shots in the Naval Air Command Skill at Arms meet.

The competition gives members of the Fleet Air Arm the chance to prove their talents during a week's shooting on the range.

Teams are formed from the RN air stations at Cudrose and Yeovilton, comprising volunteers of any rank or rate.

Shooting took place with SA80 assault rifles at ranges up to 300 yards, and 9mm pistol on ranges between 100m and 15m, with various matches consisting of standing, kneeling, sitting and prone position tactics whilst running in between.

The weather added to the competition – marksmen and women had to cope with everything from blizzards to blistering sunshine.

The inter-unit competitions were strongly contested, with 771 Squadron at Cudrose, with a good blend of experienced shooters and determination, cleaned up the major prizes.

The inter-station contest proved a nailbiter, with Yeovilton narrowly winning.

Good start goes sour

POOR weather and non-availability has soured a good start to the season by RN cricketers.

A comfortable win over the Defence Academy was followed by poor shows against Middlesex U19s and Hampshire Seconds, and a high-scoring game against Wiltshire, in which skipper Lt Justin Matthews bagged a ton, was lost by 72 runs.

The promising U25s let Hampshire off the hook at 94-6, and missed the target of 323-9 by 223 runs.

They also lost to Dorset and Cambridge Crusaders, and the BRNC match was abandoned without a ball being bowled.

The women's team is playing great cricket, and after narrow defeats to Chichester and Dorset, a successful tour of Yorkshire set up a cracker against the Army, with the RN notching 168-2 in 40 overs, but the Army winning by four wickets.

The RN senior team plays the star-studded Lashings XI at Burnaby Road on July 31 (1300), while the 2003 Inter-Services Festival takes place at Aldershot on August 4-6, with the Navy taking on the Army on August 4 (1100).

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BETTER BALANCE

FORMER Chief of the Defence Staff Admiral Sir Michael Boyce has received on his retirement a Life Peerage from the Queen.

Commodore Peter Wilkinson, Director Naval Service and Conditions (DNSC) said the first version of the booklet was produced about a year ago and proved

Other benefits identified included job security, leave, subsidised housing, free medical and dental treatment, allowances such as children's education or training, and recreation facilities.

THE BODY of Lt Marc Lawrence, the seventh member of 849 Naval Air Sqn 'A' Flight who died when two Sea King Mk7 helicopters collided in the Gulf on March 22 has been found by the mine countermeasures vessel HMS Ramsey and flown home. All the crews have now been recovered.

Veterans or next of kin will, once the qualification criteria have been announced, need to apply in writing to the appropriate medal office.

Last month Defence Minister Lord Bach saw the 20,000 ton Hurst Point loaded with armoured vehicles at the Sea Mounting Centre at Marchwood, Hants.

As *Navy News* went to press, she was due at the Commissioning of the new assault ship HMS Albion at Devonport.



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